DEUTSCHLAND ÜBER AANDALSNES: GERMAN AIR POWER LEAVES ITS MARK

Almost from the beginning of the campaign in Norway Aandalsnes became a key point in the British drive towards Trondheim. At the head of Romsdal Fjord, this little town was the scene of the landing of British troops and was repeatedly bombed by the Germans. It was from here, too, that the evacuation of the Allied forces south of Trondheim was carried out. In most revealing fashion this photograph of the town in flames suggests the appalling conditions under which the men of the Expeditionary Force had to work. *Photo, exclusive to* THE WAR ILLUSTRATED

Retreat From Trondheim: The First Phase Ends

It was on April 9 that the Premier announced to a cheering House of Commons that "His Majesty's Government had decided forthwith to extend their full aid to Norway." Less than three weeks later the Allied Expeditionary Force was—as is described below—withdrawn from the Trondheim sector.

EARLY on the morning of April 9 German troops, profiting by what Mr. Chamberlain has stigmatized as "long-planned, carefully-elaborated treachery against an unsuspecting and almost unarmed people," landed and established themselves in Trondheim, Norway's strategic centre. Five days later a British naval detachment landed at Namsos eighty miles to the north of the city, and three days later still another British naval force occupied Aandalsnes, 120 miles to the south-west. Within a day or two there were landings at both ports of British troops, part of the 49th (West Riding) Division of Territorials which had been originally destined for the campaign in Finland and had since been kept standing by in readiness for just such an emergency as had now arisen in Norway.

Brigadier M. de Rimer Morgan (left) was in command of the first British troops to land at Aandalsnes; he was formerly in command of the 2nd Northumberland Fusiliers. Brigadier C. G. Phillips (right) commanded the first Territorials to land at Namsos. *Photos, L.N.A. and Lafayette*

At Namsos the landing was made without opposition, and the commander, Brigadier C. G. Phillips, immediately pushed south in the direction of Trondheim. It approached to within thirty miles or so of the city, but at Stenkjer not only did it encounter heavy enemy resistance in front, but German warships in Trondheim Fjord struck at Brigadier Phillips' flank and the Germans were able to cut off and disperse some of the more advanced of the British troops.

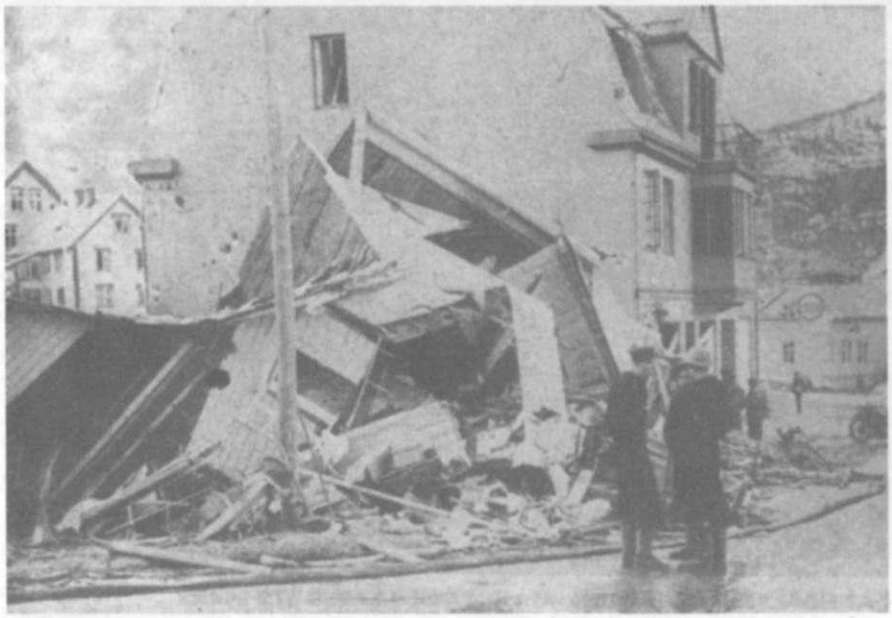
The most vivid account of the engagement so far forthcoming is that given by a well-known American journalist, Mr. Leland Stowe, whose dramatic account of the Oslo occupation we have printed in page 422. In a dispatch to the "Chicago Daily News," Mr. Stowe wrote:

"The British force which was supposed to sweep down from Namsos consisted of one battalion of Territorials and one battalion of the King's Own Royal Light Infantry, totalling fewer than 1,500 men, and averaging only one year's service. These were dumped into Norway's deep snows, quagmires and slush, without a single anti-aircraft gun, without one squadron of supporting airplanes, and without a single piece of field artillery, to face crack German regulars, most of whom were veterans of the Polish campaign."

After four days' fighting, continued Mr. Stowe, nearly half this initial contingent was either killed, wounded, or captured, "after being driven back in disorder from Vist, three miles south of Stenkjer."

These inexperienced and incredibly underarmed British troops were decisively defeated. The British had no chance whatsoever of withstanding bombs and 3 in. or 6 in. shells with nothing but Bren machine-guns and rifles."

Following the publication of Mr. Stowe's dispatch the War Office in London issued a communiqué which



British troops evacuated Aandalsnes, one of Norway's small Atlantic ports, because of Germany's persistent bomb attacks. Here are British sailors talking beside what was once a house; note the fire hose still lying in the street. The amazing photograph on the right was taken by an R.A.F. photographer a split second after a string of five bombs left the bomber on their way down to blow up a runway, the cross, at Stavanger aerodrome.
Photos, British Official: Crown Copyright, and Planet News

Nazi Air Power Made Evacuation Inevitable

These transport wagons carrying stores to the British troops in the Stenkjer sector north of Trondheim are ploughing through deep snowdrifts which impeded all movements of troops. The lorry in the foreground, draped with a huge red cross, is heavily laden with medical supplies.

declared that the report that a British force in Norway had been cut to pieces and forced to withdraw in disorder was a distortion of the facts.

"The facts are that an advanced detachment of a larger force pushed forward towards Trondheim from the direction of Namsos. The Germans, moving reinforcements by water inside the Trondheim Fjord, threatened to cut off the advanced troops from their main body. They therefore withdrew, but were not followed up by the enemy, who are now reported to be digging themselves in at the head of the fjord. Our troops suffered some loss."

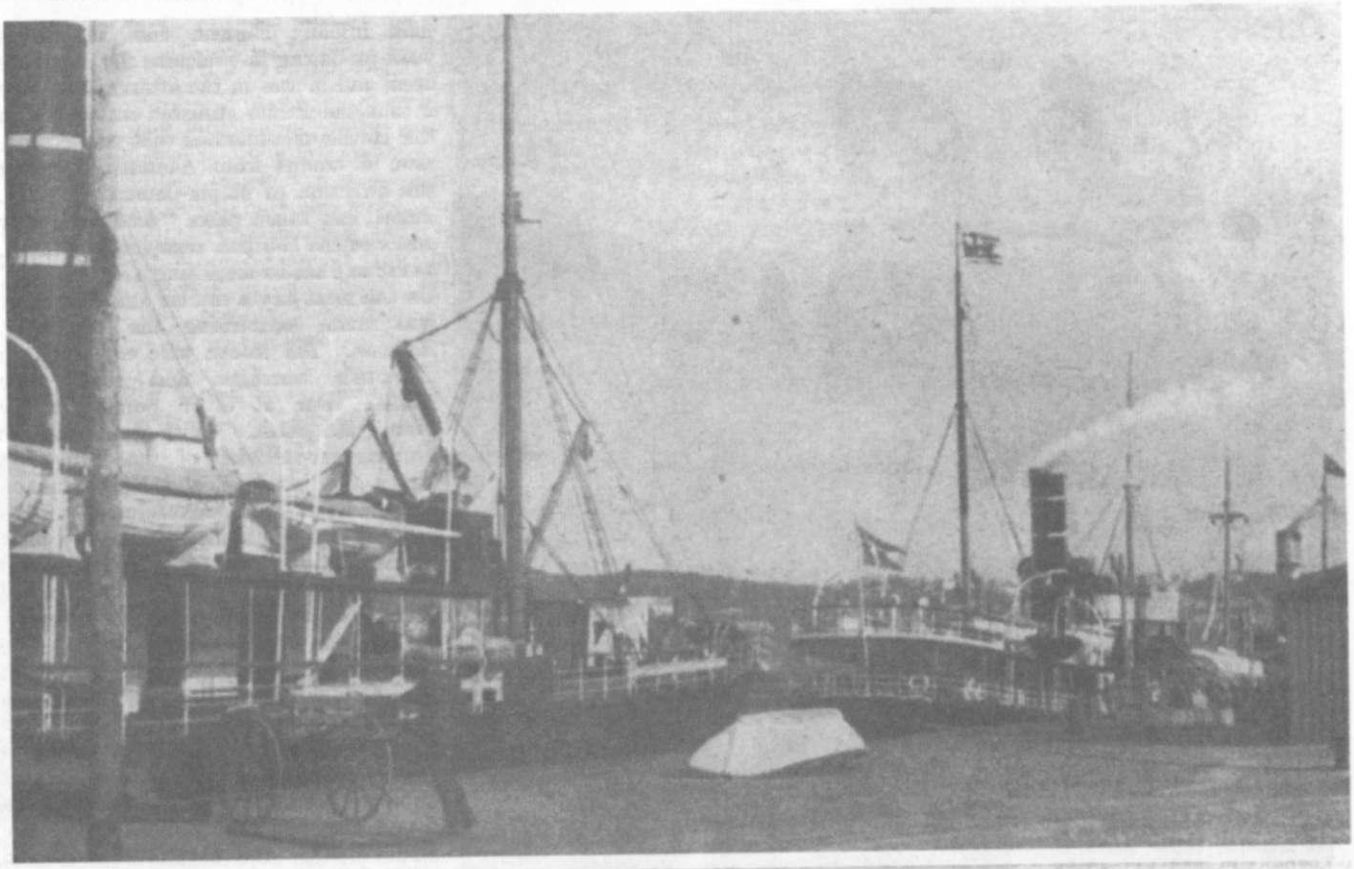
Meanwhile, Brigadier H. de R. Morgan, who was in command of the small covering force which had been landed at Aandalsnes on April 18–19, pushed two lightly-armed Territorial battalions down the Gudbrand valley in response to an appeal for help from the Norwegians who were hard pressed at Lillehammer. They joined up with the Norwegians as planned, and withdrew with them up the valley in the face of ever-increasing German pressure. At Dombaas, a vital railway junction, they fought with what was described by the War Office as "indomitable courage."

On May 1 it was announced that after stubborn resistance in the face of strong enemy attacks they had withdrawn to prepared positions, but the German wireless had already claimed that the Allies were preparing to evacuate the Dombaas area, and it was on the afternoon of May 2 that the Prime Minister announced in the House of Commons that the evacuation of troops from Aandalsnes, under the direction of Major-General B. C. T. Paget, had taken place "under the very noses of the German aeroplanes without, as far as I am aware, losing a single man." On the next day a similar announcement was made concerning the troops at Namsos. The troops were embarked on British warships, and some were landed later at other points on the Norwegian coast. With them went the Commander-in-Chief of the Norwegian Army and his staff, and King Haakon and members of his Government.

News of the evacuation came as a blow to the British people—and also, it would seem, to the Norwegians. Thus Colonel Getz, Norwegian divisional commander at Stenkjer, was reported—by the German Official News Agency in Stockholm—to have issued an Order of the Day in which he complained bitterly that "as England and France have for unknown reasons given up the attempt to support us in our fight and withdrew their troops from Namsos on Friday night, we are here alone today," and negotiations for an armistice had therefore been set on foot. The withdrawal, however, could not have been much longer delayed, for the Germans, it was only too clear, had

When the civilian population realized that the Allied troops would be forced to abandon their positions they left their homes and made for the mountains. Centre, women are waiting for cars to help them on their way. The roads over which they fled were littered, as will be seen from the lower photograph, with the household goods that their owners had had to abandon during their flight. *Photos, Associated Press*

Then and Now in Trondheim, Norway's Gateway



Trondheim, of which the Germans obtained possession in the early days of the Norwegian campaign, is a great commercial port on a wide and sheltered fjord with all facilities for unloading the heaviest cargoes. In peacetime it is used by many ocean-going ships as well as coasters, as seen in the top photograph. In the lower photograph is one of the quays during the Nazi invasion, when heavy guns had been slung ashore by cranes.

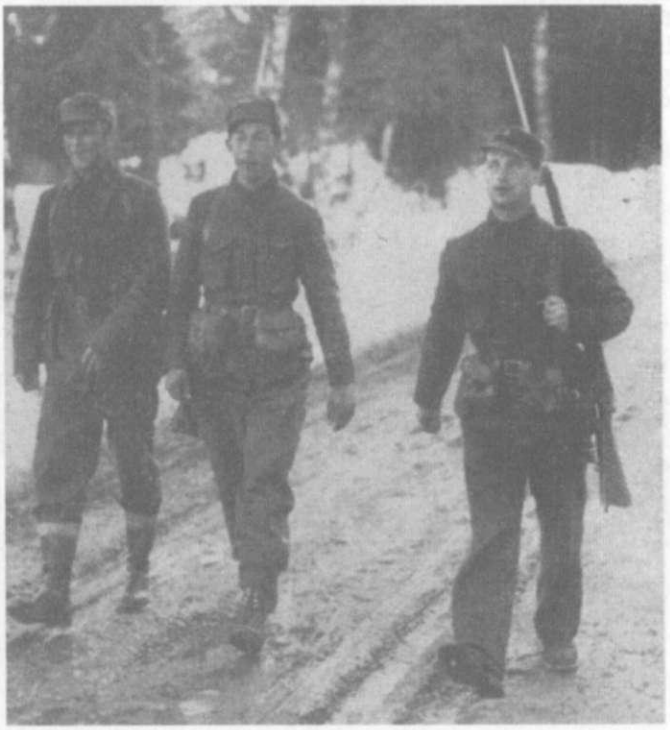
Photos, Kosmos and Central Press

Young Norway in the Front Line of War

Colonel Getz, commanding Norwegian 5th Division in the Trondheim sector, surrendered on May 3. He issued an Order of the Day stating that the Allies' failure had made it necessary.

Two Norwegian marksmen (top) take a steady aim with their rifles as they stand in their snow trench facing the Nazi invaders near Stenkjer. The town of Stenkjer (above), south of Namsos, was bombed by Nazi 'planes until it was a mass of smouldering ruins.

The German photograph (above) shows a captured Norwegian soldier being searched, while a heavily armed guard of German soldiers stands around.



Evacuation of wounded Norwegians from Namsos (left) was effected by Red Cross motor ambulances as the Allies were withdrawing. In the meanwhile, Norwegian troops continued fighting in the region of Roeros, where they were reported to have met with local successes. A patrol in this area is shown (right) setting out along a snow-covered road. Of particular interest is the lightness of their equipment compared with that of British troops.

Photos, Associated Press and Planet News

'We Have Done Our Best—the Odds were Too Great'

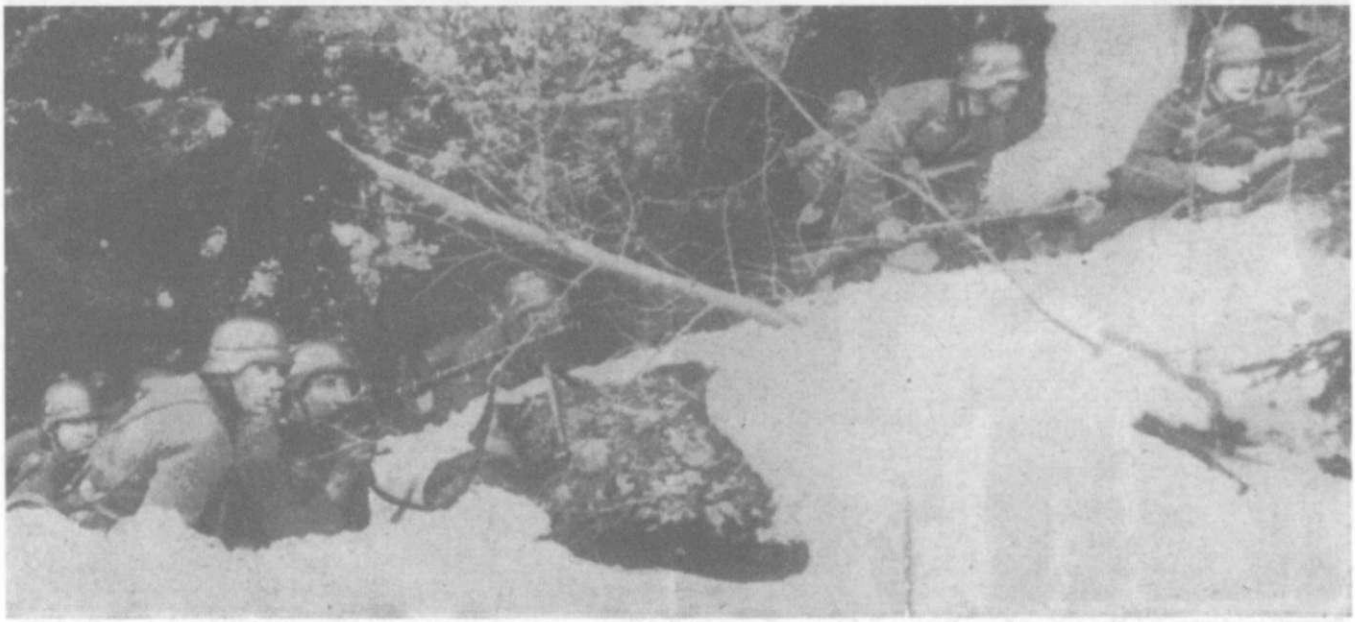
Guerilla warfare developed in many parts of Norway as the result of the tenacity displayed by the Norwegians against the Nazi invaders. The formidable shores of Tirifjord, above, provide a retreat for German infantrymen who are taking cover from Norwegian defenders. The steep and rocky hillside crowned with woods, typifies the rugged scenery that surrounds many of the Norwegian fjords.

secured a complete superiority in the air. Day after day the Air Ministry in London claimed that the German aerodromes in Norway, Stavanger in particular, had been heavily bombed, but this "strafing" seemed to have had little deterring effect on the German Air Force, who during the eighteen hours of daylight bombed persistently the Allied troop concentrations, lines of communication, bases and landing-piers.

The British troops landed at Namsos and Aandalsnes were lightly equipped and armed, as befitted a mere covering force, but the regulars, both British and French, who were landed in their wake were still unsupported by tanks and heavy guns, for it was impossible to land these at the little jetties which were all that the two ports could offer. Apparently it was some days before even a handful of A.A. guns could be landed. At the same time the R.A.F. warplanes had to operate from Britain, 400 miles away across the North Sea, as it was found impossible to establish an aerodrome on Norwegian soil; the attempt to use the frozen surface of a lake ended apparently in disaster, as after the evacuation the Germans claimed that they discovered at Lesjeskogan, south-east of Aandalsnes, twenty burned-out British aeroplanes. The Fleet Air Arm, it is true, did magnificent work, but its 'planes were both small and less heavily-armed than those against which they were matched. Finally, mention may be made of the appalling state of the Norwegian roads. Never much more than tracks, these were buried several feet deep in slowly-thawing snow, and under the weight of the Allied transports their surface disintegrated into a morass.

All in all, then, the Allied commanders well deserved their congratulations on the success of the evacuation. True, large quantities of military stores—motor-cars, lorries, food and drink (which proved a godsend to the starving Norwegian country folk), arms and ammunition, and some anti-aircraft guns—had to be left behind, but the troops as a whole were embarked without loss.

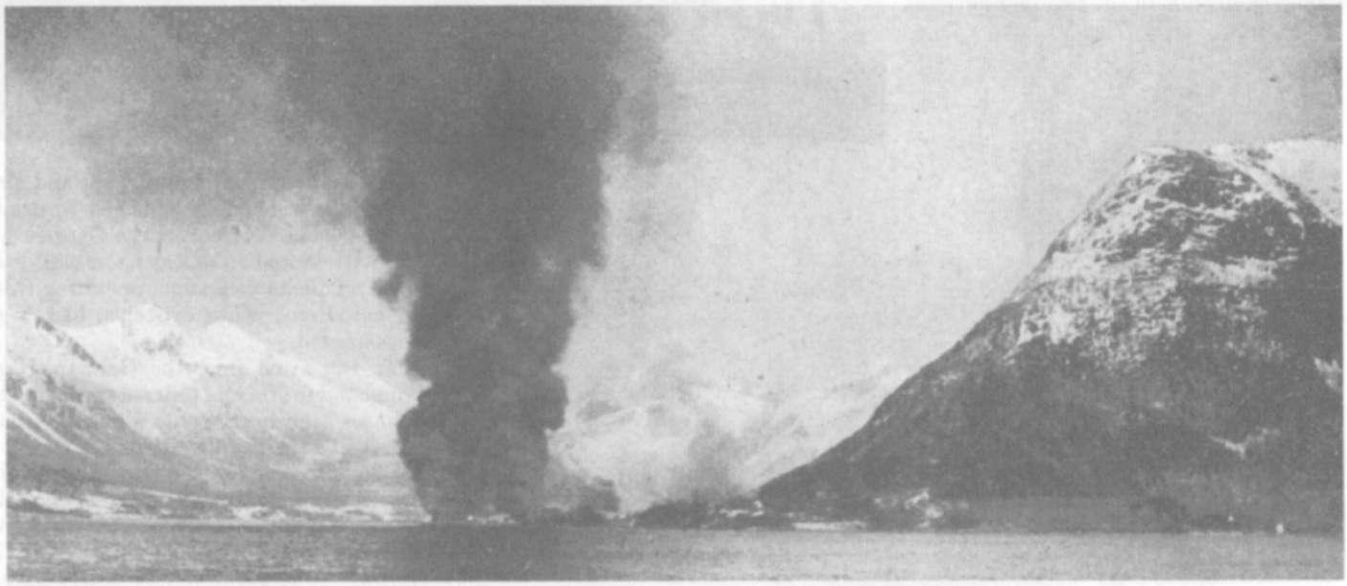
Almost the last man to leave Namsos was Major-General Carton de Wiart. As he was just about to step into his pinnace a little group of Namsos townsfolk, silhouetted against the blackened ruins of their homes, called out to him to come back again soon. "Thank you," the General is reported to have replied; "I am sorry we could not do more, but the odds were too great. We have done our best—good luck to you."



The mountainous regions of Southern Norway provide innumerable "hide-outs" for aggressor and defender alike. The Norwegians put up a stubborn resistance, fighting courageously to defend their country against an utterly unscrupulous foe. Advance detachments of Germans penetrated the mountain valleys, where fierce encounters took place in conditions of an almost Arctic severity. These German troops are seen consolidating their hard-won positions against a mountainside. *Photos, Planet News*

In Norway the Nazis Had Air Mastery

The photograph, top, was taken from a British 'plane flying at a height of 4,000 feet over Trondheim; on the left German seaplanes are moored off the coast. In addition to the airfields they had captured the Nazis set about making new ones. Above, pioneers are engaged in that task.



In his speech in the House of Commons on May 2, the Prime Minister stated that among the serious difficulties of the B.E.F. in Norway was that "the available aerodromes were already in enemy hands." Centre right is one of these aerodromes. In the foreground is a dump of bombs and behind it are two Junkers bombers. From such aerodromes the bombing raids on Aandalsnes were conducted, and bottom is the scene just after one of these raids, with a huge column of smoke going up to mark the damage by bombs. See also illustration in page 509.

Photos, British Official: Crown Copyright; Associated Press, and International Graphic Press; that above, exclusive to THE WAR ILLUSTRATED

Narvik's Fate in the Balance of War

When the brief campaign in Central Norway had drawn to a close, attention was centred on Narvik, beyond the Arctic Circle, where a detachment of Nazis defied the Allied cordon in the hope of relief by their triumphant comrades. This article reviews the position in the early days of May.

APPARENTLY it was on April 6 that the detachment of the Nazi Expeditionary Force destined for Narvik set sail from Bremerhaven, and they arrived at Narvik early on the morning of April 9. It is interesting to recall that just two days before their setting out Mr. Chamberlain delivered in London his "Hitler missed the bus" speech; and when it fell to him to announce in the House of Commons on the afternoon of April 9 the news of the latest Nazi coup, he thought it so unlikely that the invaders could have reached as far north as Narvik that he said: "it is very doubtful whether that is correct. I am informed that there is another place of very similar name in the south, and it may be possible that there has been some confusion."

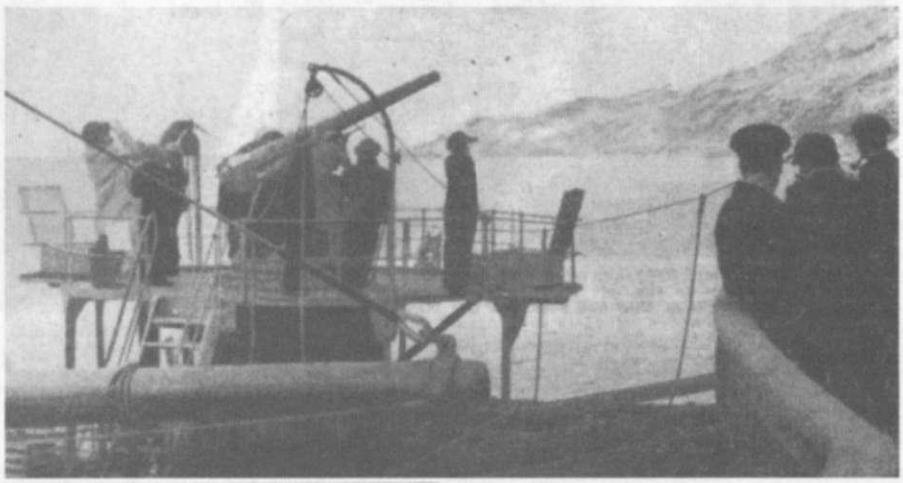
All doubts were soon dissipated, however, when in the course of a few hours details were forthcoming of the town's capture (*see* page 388). There followed the naval actions of April 10 and April 13, as a result of which the Nazis in Narvik were deprived of their supply ships and their guardian destroyers, and were left to fend for themselves in this most northern outpost of Nazi dominance in Europe. With swift energy they fortified themselves in the town, and occupied a number of points on the railway which runs from Narvik to the Swedish frontier and thence to the ore district of Swedish Lapland. For their part the Allies—British naval forces and later, it was understood, British troops, together with practically the whole of the Norwegian Sixth Division under Major-General Carl Fleischer—endeavoured to throw a cordon about the town with the two fold purpose of preventing reinforcements from reaching the beleaguered garrison and also of cutting them off from a possible retreat along the railway into Sweden.

To the three or four thousand Germans in Narvik—supposed to be for the most part young Austrians from the Tirol, skilled in mountaineering—the position can have appeared hardly enviable. From the shell-battered quay-sides they looked out on the fjords littered with the hulls of the vessels sunk in the course of the two naval actions and patrolled, we may presume, by ships of the Allied navies. They succeeded in keeping open the 25 miles of railway between Narvik and the frontier station of Riksgränen by posting, so it was said, some thousand men at the most vital of the many bridges and nineteen tunnels. Of roads at Narvik there are none with the exception of one which, beginning on the farther side of Rombaks Fjord near Oyjord, runs through Gratangen to Tromso, a hundred miles to the north. At Gratangen, some twenty miles north of Narvik, a German force was reported to have been in action against Allied troops; it was not clear whether this German force was an outlying detachment from Narvik or a body of fresh troops landed in one of the many fjords in the neighbourhood.

As yet winter conditions prevailed in Narvik, where a spring of but a few days is followed by full summer towards the end of May. There was much snow inland and snowstorms were frequent by the shore.

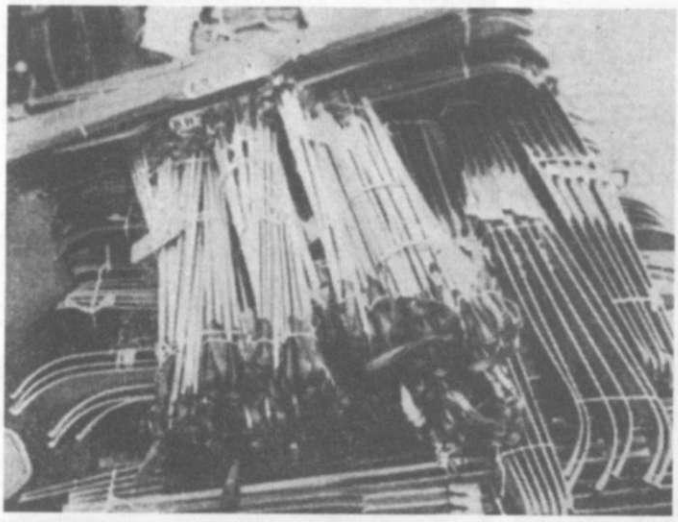
Following the withdrawal of their troops from southern and central Norway, it was confidently anticipated that the Allies would make a determined effort to complete the conquest of the Narvik region; but it was soon obvious that the Germans, rendered ever more confident by the mounting tide of their victories, were resolved to make a determined fight, and Hitler was reported to have given orders that Narvik must not be sacrificed at any cost. While the Allied fleet subjected the German positions to spasmodic bombardment, and the Norwegians closed slowly in from the land, the Nazis were reported to be receiving reinforcements in the shape of parachute troops and also from ships which had managed to evade the blockade. Moreover, the German air force attempted to repeat its successes in the Trondheim campaign, operating from an aerodrome whose existence had been unsuspected.

At the same time the German High Command in Norway ordered troops in the Namsos area northwards along the road parallel to the coast as far as Bodo—for a considerable part of the way they might use the partially completed Trondheim-Mo railway—and thence by country tracks to Narvik. Thus, it became plain that in northern Norway, as in the central regions, the Allies were engaged in a race against that Time which seemed to be so securely harnessed to the Nazi chariot.



These two unique photographs show scenes at the landing of the British military force at Narvik. In the upper one an anti-aircraft gun on board a transport is being trained on a German bomber, while in the lower one a destroyer is seen from the deck of a transport on which a Bren gun is mounted. The photographs were taken by a member of the crew of one of the transports. His ship was bombed by the Germans for 10 hours without a hit being made. *Photos, S. H. Benson*

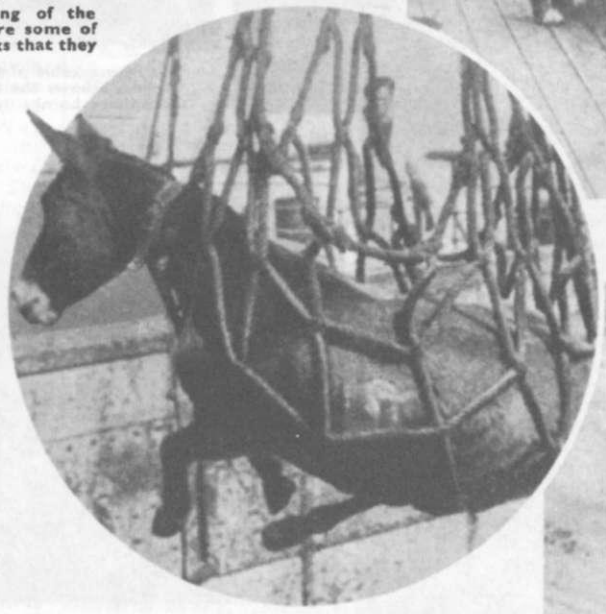
From France's Southern Alps to Norway's Snows



Ski-ing is part of the training of the Chasseurs Alpins, and here are some of the bundles of skis and ski-sticks that they took to Norway.

These French Alpine Chasseurs, with their war-trained dogs, are on a transport en route for Norway. The dogs, too, have lifebelts.

THE Chasseurs Alpins of the first line, together with the troops who defend France's south-eastern frontier, receive their ski training at the Ecole Militaire de Ski at Briançon, the capital of Hautes-Alpes. The Chasseurs battalions do not form separate brigades or divisions. These men are renowned throughout the world for their intrepidity and daring. Their officers wear a black uniform, while blue is worn by the rank and file. The Chasseurs Alpins were called "Blue Devils" by the Germans during the last war.



Chief means of transport for the soldiers of the Alps are mules, which carry not only supplies but ammunition and small guns. Here one of the mules is being slung on to a transport in a rope cradle.

In such fighting as that for which the Chasseurs Alpins are trained the usual means of communicating with headquarters are not always available. Carrier pigeons are therefore part of their equipment and are carried by the men in wicker cages slung from the shoulders as seen above. These men are on manoeuvres in the French Alps, their usual training ground, country not dissimilar to that of Northern Norway. Left, men of this crack corps in the picturesque uniform are boarding a transport bound for Norway.

Photos, Keystone, Wide World, and Section Cinéma de l'Armée Française

Nazi Savagery Such as King Haakon Saw

The Germans subjected the little town of Rena—north of Elverum—to intensive bombing attacks. Here is seen an unchallenged Nazi bomber flying at a low altitude and raining death and destruction on Rena's peaceful people and homes.

This remarkable photograph, taken during an enemy air raid, shows the terrible havoc wrought by Nazi incendiary bombs upon Rena's undefended streets.

The bombing of Elverum by the Nazis must be considered as an act of vengeance against the courageous action of King Haakon in refusing to hand over Norway to German control. Above is seen a vivid photograph of homesteads at Rena, blazing after a severe German attack with incendiary bombs. Centre, right, three inhabitants of devastated Elverum against a background of shattered houses. *Photos, Associated Press*

NORWAY AND AFTER: HOW GOES THE WAR?

BY THE EDITOR

WRITTEN three days before the debate on the evacuation of Southern Norway I can discern nothing issuing from that battle of words to alter my view that "nothing is here for tears." Party politicians who were loudest for disarmament, noisiest critics of Munich, readiest to plunge into war with Germany while Britain and France were still unprepared, are now fiercest fire-eaters urging the Government to greatest risks. And behind it all is the tainted hand of the politician rather than the earnest constructive criticism of the true patriot. Those who refuse responsibility in order to be free to pounce upon those who accept it cannot hope to escape the charge of political opportunism from detached observers who have no political bias.

BY now even those splendid warriors of the pen ("columnists" they are called, though "fifth columnists" would better describe many of them), who direct the strategy of the Allied Forces from the American press, may even be coming to the opinion that the British effort in Norway has not been so great a fiasco as they were quick to assert after our withdrawals from Aandalsnes and Namsos. Readers who have followed "The War Illustrated" descriptions of the events in Norway may have arrived at that conclusion earlier. The gloating satisfaction of the prostitute press of Italy merely came up to expectation.

What is being lost sight of is the undoubted fact that Norway fell to Germany from no culpable timidity on the part of Britain. To a great degree, but less perhaps than Denmark, Norway was betrayed from within. We should have been holding Trondheim, Bergen, Oslo at this day had Norwegian authorities agreed to our co-operation in good time, and to suggest, as the "Smart Alecs" of the American press have so ungraciously suggested, that the Allies ought to have anticipated Germany by forcing their way into the traitor-haunted Norwegian bases in anticipation of German action is mere twaddle.

On what leg would Britain and France stand if they had decided to "protect" neutral countries in the teeth of their governments?

THE official British explanation of the Norwegian affair is completely convincing. Even today we have good cause to regard our action in Norway as worth while and the results achieved as the best possible in circumstances of unparalleled difficulty.

Moreover, Germany's move was dictated by much more than an effort to secure the products of the Swedish iron mines, in which she could be only temporarily thwarted by our activities at Narvik; for she will find other means of securing these through the Swedish port of Lulea in the Gulf of Bothnia as soon as the ice has broken up. And that she could still have done had we occupied all Norway while Sweden remained neutral.

The Nazis hoped to occupy so great an Allied naval and military force in Norway that the strength of the Allied fleets and forces available for eventualities along the coasts of Holland and Belgium and in the Eastern Mediterranean would be reduced to the advantage of "non-belligerent" Italy.

Happily the reverse is what happened. The Nazis' naval power was so vitally impaired by the glorious successes of the British Navy in Norwegian waters that the strengthening of our Mediterranean squadrons to an unprecedented degree became possible.

The air menace to Britain has not become vastly more menacing by the German occupation of central and south Norway. To Scapa and the east coast of Scotland, no doubt, bombing squadrons from Stavanger can now come over accompanied by fighters, which before was not practicable, but even so the new situation is in no wise comparable with that which would arise from Nazi occupation of Holland and Belgium. And the Allies can well spare the necessary naval forces to destroy the remainder of the German Navy should it be tempted to use the Norwegian ports as bases of attack. For even the U-boat menace has diminished in the reduction of the larger Nazi naval units and destroyer flotillas which the Norwegian affair involved. U-boats lacking adequate naval protection at their bases are greatly hampered in their activities.

HUMPTY DUMPTY AND THE ROMAN WALL

From the cartoon by E. H. Shepard, by permission of the proprietors of "Punch"

MEANWHILE the ravings of the Italian press make clear that the main concern of Mussolini at what has happened in Norway is not the success of the German occupation, but the success of the Allies in escaping from an entanglement that might well have demanded such vast naval and aerial effort as to weaken the blows we could administer in the Mediterranean and the Balkans if Italy's Dictator were to take up arms in aid of Germany's.

Those who sneer at the adroit and timely withdrawal from Southern Norway as "another Gallipoli"—and it is disconcerting to find so great a naval hero as Sir Roger Keyes encouraging them—must have forgotten the history of that major disaster of 1915-16. On the contrary, the evacuation has *averted* another Gallipoli, and that is what disappoints the Duce and his propagandists.

Mussolini is a potential enemy of Britain, That is an understatement. He comforts and applauds his sinister fellow Dictator of Berlin, once his pupil, now his master, and that is an unfriendly action which falls but little short of enemy activity. Essentially an opportunist, he would not hesitate to launch his large but inefficient army, his considerable navy, and his powerful air force against us at the first moment that he believed it might pay him to do so. If the Allies were heavily engaged in Scandinavia, then would be a favourable time for him to strike in the Adriatic and Mediterranean. The more his "kept" journalists of the Gayda and Ansaldo type laugh at Britain's hopeless ineptitude and brag about Italy's readiness to engage all comers, the more can we be sure that the would-be master of the "Mare Nostrum" is nervous about Allied naval and military dispositions in the Mediterranean.

This is certain: Italy is being forced into a belligerent attitude against the desire of her people, and not by any means to the liking of their Dictator, but because of German pressure . . . and the Allies are ready to deal effectively with that far from improbable development of the war.

As to the outcome of an impending clash—and it would indeed be a major phase of the war—there is no reason to be pessimistic. Mainly because Turkey is whole heartedly with us and vigilant, Egypt is organized for defence, Anzacs are standing to arms in Palestine, the Arabs are friendly, despite Italy's unscrupulous efforts to estrange them, and the political moves in the Balkans are working in our favour. Furthermore, the French in Morocco, Algeria, and Tunis are highly organized either for defence or attack.

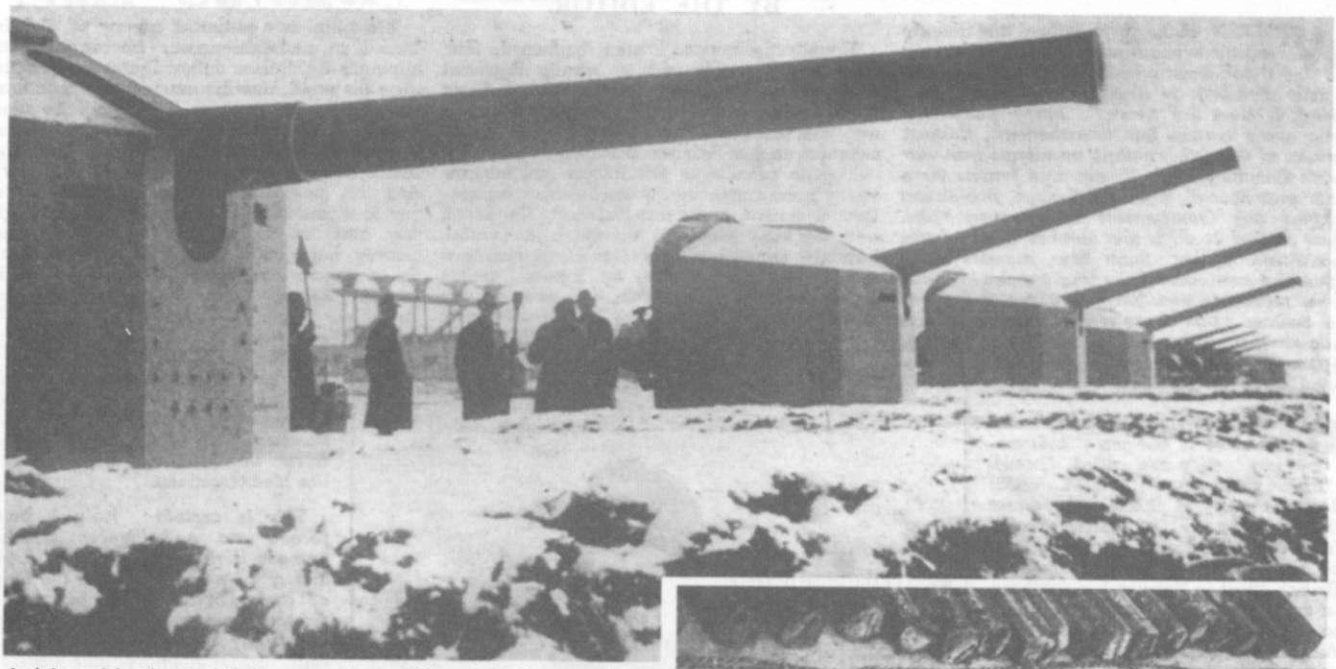
A hostile move by Italy and her "New Roman Empire" would quickly disintegrate.

BUT it is imperative that the Allies do not handle the long and vulnerable Italian coastline with kid gloves. An Italian who loathes the Fascists as much as we loathe the Nazis, said to me yesterday that he would not be sorry if his native town were destroyed by the Allied Forces—as it well could be in a few hours—if we determinedly met and defeated the Fascists, since that might restore to the Italian people democratic institutions and a liberty of thought and action which Mussolini's dictatorship has temporarily occluded. Many Italians think like that.

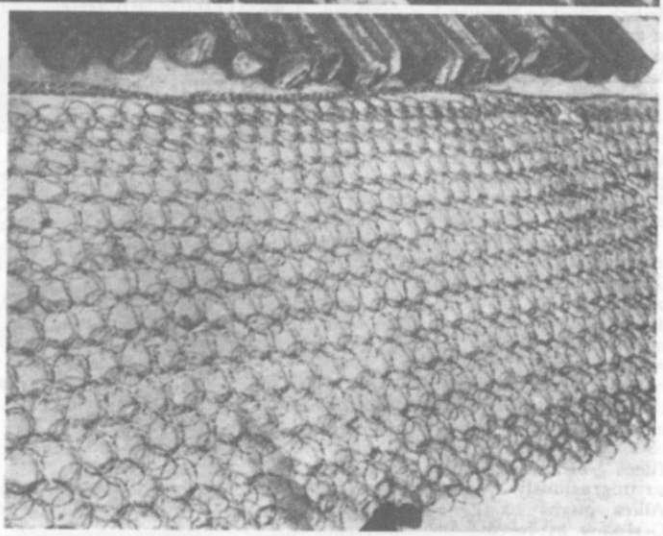
"Unite or Perish!" is Mr. H. G. Wells's new slogan, and while sorry to differ from one of the acutest minds in Britain today as to our most immediate obligation, I can only respond with "Fight or Perish!" as there can be no moving towards international harmony, or union, until Nazidom has been destroyed. If Fascism stands in with it—as it seems only too probable—then both must go down together.

On the whole, the present signs point to the probability of achieving the conclusion devoutly to be wished, though all Britons will continue to hope an encounter with Italy may yet be avoided. So my reading of these signs tends to optimism, tempered with the knowledge that this achievement will involve immense sacrifice and tremendous powers of endurance on the part of Britain and her allies, active and potential.

Italy Prepares for War—Defence or Defiance?



Italy's position in the Mediterranean is conditioned by her very long and vulnerable coast-line. It is so long that it is only possible adequately to fortify it at points of strategic importance. Here are some of the big naval guns which form the defence line near the mouth of the Tiber.



Owing to the absence of wide estuaries forming natural harbours Italian ports are particularly open to attack from the sea, and the utmost precautions have been taken against submarines entering them. The entrances are protected by such nets as that above, which has been brought ashore for inspection and repair.

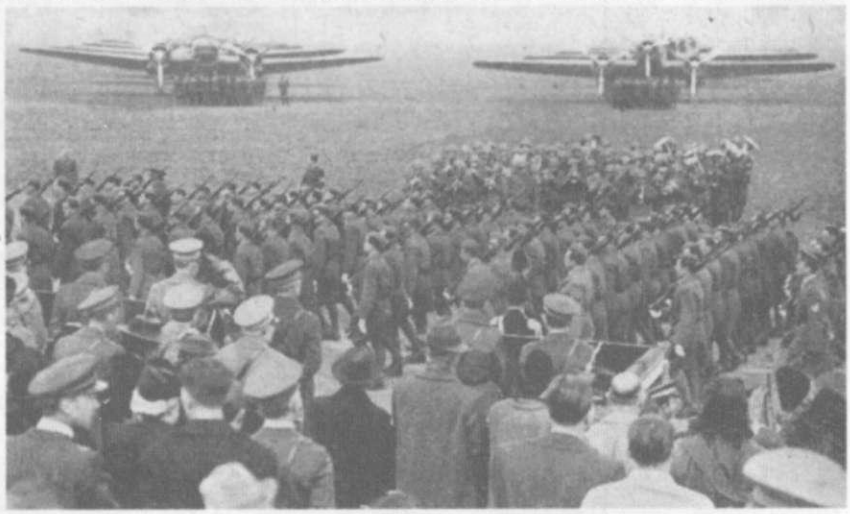
Italy is lacking in supplies of metals and ore for munition making, and even while neutral she had recourse to scrapping all superfluous ironwork to make up for her deficiency of ore. Centre left, massive railings are being carted away to be melted down. A.R.P. has been carried out with realistic thoroughness. Civilians above are receiving very practical instruction, for a cloud of harmless gas has been produced for the occasion.

Photos, Associated Press and Keystone

Her Peaceable Peasants Made Strutting 'Soldati'

Most of Italy's military displays are modelled on German lines, and the goose step, styled in Italy the "Passo Romano," has been imposed on the Italian Army. Here in front of the Palazzo Venezia the Duce is taking the salute as Fascist Militia march past performing this exacting step.

A TASK of supreme difficulty that has faced Mussolini has been to convert the peace-loving Italian people into a militaristic nation. Italy, a united country only since 1872, has no great military traditions and her army has won no great victory unaided. A succession of grandiose military parades in which Italy's newly mechanized army was paraded and reviewed by the Duce before huge crowds were arranged in the hope that this mighty display would fan into flame any spark of military ardour that lay dormant in the Italian people. With this object in view, too, the work of the Italian Army and Air Force in Spain and the Abyssinian campaign have been exploited as military achievements of the first magnitude.



Manoeuvres on a large scale have been undertaken by the Italian Army at frequent intervals during the past few years' and many movements of Italian troops that have alarmed Italy's neighbours have been explained away as "exercises." Here a mechanized column and cavalry are seen during a mimic battle. The centre photograph shows the scene at a review of the Italian Air Force at the end of March 1940, on the 17th anniversary of its formation as an independent force. The machines on the left are Cant two-engined bombers and those on the right Breda three-engined bombers.

Photos, Keystone and Planet News

The Desolation that Was Namsos: Where, Incessantly Harried by Nazi Pl

On the Fringes of the War: Holland

In earlier pages we have described at length Holland's state of military preparedness in view of the ever-present menace on her eastern border. Now we tell something of the country itself, of its people and towns, its Government and its Queen.

THERE is an old Dutch proverb which says that "God made the sea, but the Hollander made the land," and sure it is that without men's constant labour and anxious watchfulness a great part of present-day Holland would soon disappear beneath the waters.

The little country's correct title is the Kingdom of the Netherlands; Netherlands means "low countries," and Holland is indeed low—in the geographical sense. If it were not for the precautions taken by its inhabitants nearly 40 per cent of the total surface of the country would be regularly flooded every twenty-four hours, and most of the remainder is only a few feet above sea level. In the whole land there is only one hill, and that is but 966 feet high.

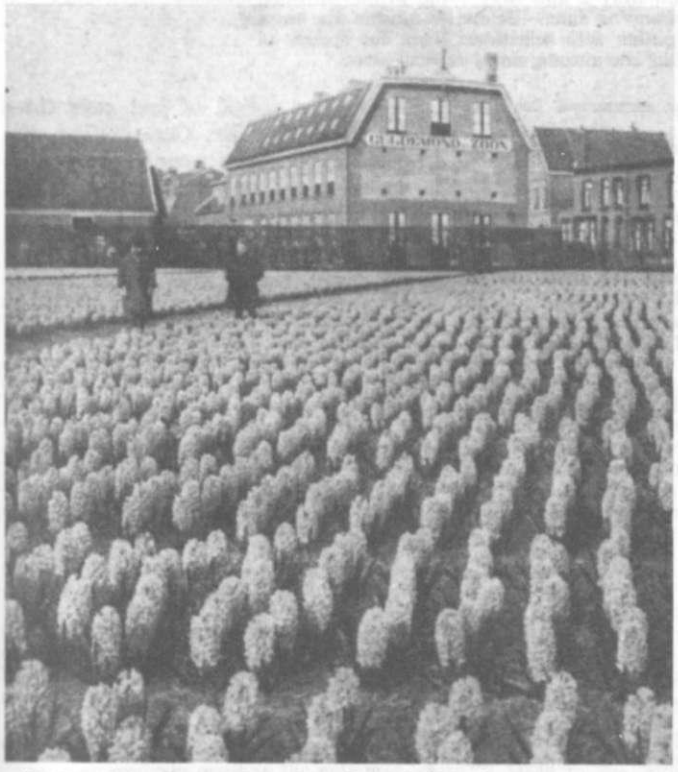
Along the coast there is a continuous rampart of earth and concrete and wooden piles, against which the cold grey waters of the North Sea beat in vain. Behind them lies a country which is not only flat but hollow, one that is criss-crossed with the banks or dykes of innumerable canals, along which move, high above the fields, brown-sailed barges. Another conspicuous feature of the landscape is the windmills, which, although they have been supplanted in large measure by steam and electricity, are used to work the pumps on which the safety of the country and the life of its people depend. Between the dykes lie rich meadows on which graze the black-and-white cattle, the big Dutch sheep, the Friesland horses; and well-tilled fields of arable land producing potatoes, beet and flax. Dairy-farming is one of the Hollander's principal activities, and large quantities of butter, cheese—the famous round cheeses come from Edam—eggs, and condensed milk are sent to the English market. Many an English garden, too, is brightened in the springtime by daffodils, tulips and narcissi grown from bulbs which came from the neighbourhood of Haarlem. Most of the farms are small—40 to 75 acres apiece—and are worked very largely by peasant proprietors. Every little parcel of soil is made to yield its crop, and the reclamation of land by the drainage of lakes and by pushing back the sea still goes on. Since 1924 a large area of the Zuyder Zee has been drained, and on the newly-reclaimed "polders" many Dutch families now have their homes and fields where only a few years ago the waters rolled.

Only a little more than half of Holland's people live in these rural surroundings, however. For centuries the Dutch cities have been famed for their civic culture and material riches. Of these the most populous is Amsterdam (788,000 inhabitants), the country's commercial capital, which is built on piles driven into the clayey foundations of a hundred islets. Its people are engaged in a hundred-and-one industries, from shipbuilding to diamond cutting and polishing, from fishing to book-printing. Next to Amsterdam in point of population is Rotterdam (605,000), Holland's busiest port, and, indeed, one of the most important ports in the whole of Europe.

In November 1939 and January 1940 Holland proclaimed a state of siege, owing to fear of a German invasion. Once again in the spring of 1940 fears were aroused by the invasion of Scandinavia. But, whatever comes Holland is ready. On the left is a twin anti-aircraft gun mounted on the 3,350-ton Netherlands cruiser, "Tromp," and on the right Queen Wilhelmina inspects an A.R.P. shelter in Rotterdam. Above, sketch-map of Holland.

Photos, Keystone and Wide World

Unsleeping Vigilance is the Dutchman's Destiny



No idea of the blazing colour of the Dutch bulb-fields can be obtained from a mere picture, and it is, of course, impossible to convey the almost overpowering scent of the acres of blooms. But some conception of the wealth of the bulb industry can be gained from this photograph of a corner of a Dutch hyacinth farm. The scene by the windmill is typical of the quiet countryside of the Netherlands.
Photos, A.B.C. and Dorien Leigh

Up the Maas to its quays come the argosies of the Orient, the ships laden with the exotic produce of the Dutch East Indies—sugar and tobacco, coffee and tea, rubber and spices, tin and tapioca and petrol. From Rotterdam these are dispatched to every corner of the Continent, and with them, too, go those spirits which are proverbially of such value in the production of "Dutch courage"! After these emporiums of world-wide trade comes The Hague (in Dutch, 's Gravenhage), the kingdom's political capital. Here in the past universal peace has been much debated, and the city is the home of the Permanent Court of International Justice. Here, too, are the seat of the Dutch Government and the residence of the sovereign.

Queen Wilhelmina ascended the throne of the Netherlands at the age of ten on the death of her father, King Willem III, in 1890; and thanks to the comfortable finances of the Dutch state and the possession of a large private fortune she is certainly the world's wealthiest monarch, and perhaps the world's richest woman. She is the fourth to ascend the throne since Holland became a kingdom in 1815, but the Dutch royal house—the House of Orange—has played a great part in European history, and one of Queen Wilhelmina's line was our own William III, who died in 1702.

Holland's Parliament, the States General, consists of two Chambers, whose members are elected respectively by the Provincial States (or counties) and by all citizens of both sexes over twenty-five years of age. In the present Chamber, elected in 1937, there is a "Christian Coalition" majority, based on the Roman Catholic party and the two leading Protestant parties, the Anti-Revolutionaries and the Christian-Historical Union. Until last August the Premier was Dr. Colijn, leader of the Anti-Revolutionaries, but following a cabinet crisis he was then succeeded by Jonkheer Dr. D. J. de Geer, leader of the Christian-Historicals.

The Hague, a city two and a half miles from the North Sea, has long been the political capital of Holland. Beyond the artificial lake are seen the buildings of the Binnenhof, surrounding the Hall of Knights, where the parliament meets. *Photo, Dorien Leigh*

PREMIER LIFTS THE CURTAIN ON NORWAY

In statements to the House of Commons on May 2 and May 7 the Prime Minister reviewed the course of the campaign in Norway to date. Below we reprint the most important passages from both speeches, together with selections from the speech of Admiral Sir Roger Keyes as presenting one among many critical views.

SPEAKING on May 2 Mr. Chamberlain began by referring to the Allied forces which had been prepared to assist Finland. He continued :

The House is aware that permission to send troops to Finland through Norway and Sweden was refused, and after a certain period the greater part of the forces which had been accumulated were dispersed, since both they and the ships which were allocated for their transport were wanted elsewhere.

Our troops fought with splendid courage, said Mr. Chamberlain. Here is one of them, a wounded sergeant of Artillery, who was among those landed at a North British port after their evacuation from Central Norway.

Photo, Keystone

About a month ago, however, it was decided that certain small forces should be kept in readiness to occupy Norwegian western ports at short notice in case of an act of aggression by Germany against South Norway.

It has been asked how it was that in spite of these preparations Germany was able to forestall us. The answer is simple.

It was by long-planned, carefully-elaborated treachery against an unsuspecting and almost unarmed people.

We had been aware for many months that the Germans were accumulating transports and troops in Baltic ports and that these troops were constantly being practised in embarkation and disembarkation. It was evident that some act of aggression was in contemplation, but these forces were equally available for attack upon Finland, Sweden, Norway, Holland or this country, and it was impossible to tell beforehand where the blow would fall. . . .

AFTER dealing with the German invasion of Norway and the early naval actions, including the battle between the "Renown" and the "Scharnhorst," and the British destroyer attacks at Narvik, Mr. Chamberlain said :

In view of the obscurity of the situation in Central Norway and the importance of securing Narvik, our first military forces, which we had promptly assembled, sailed direct to the Narvik area, arriving there on April 15.

In the meantime the very successful naval attack on April 13 completely destroyed the enemy's naval forces at that port and made it unnecessary to utilise for the capture of Narvik all the forces originally earmarked for that operation.

In deciding upon our further action the objectives which we had in view were :

To give all the support and assistance in our power to the Norwegians.

To resist or delay the German advance from the south.

To facilitate the rescue and protection of the Norwegian King and Government.

It was obvious that these objectives could be most speedily attained if it were possible to capture Trondheim and, in spite of the hazardous nature of the operation with the Germans in possession of the place and in occupation of the only efficient aerodrome in south-west Norway at Stavanger, we resolved to make the effort.

Since any landing would probably be opposed it was essential that the first contingents should go as light as possible to secure bases to which the heavier equipment could subsequently be transported, and two landing places were selected, respectively north and south of Trondheim.

At Namsos in the north, naval forces landed on April 14, and were followed by British troops on the 16th-18th. A few days later the French Chasseurs Alpins landed, and the arrival of these staunch and experienced troops was a welcome support to our men.

Part of this force advanced rapidly to the neighbourhood of Stenkjer to support the Norwegians who were holding that place.

South of Trondheim the naval party landed at Aandalsnes on April 17, followed by troops on April 18 and 19. These advanced to the important railway junction of Dombaas, and a contingent went on to the south and joined the Norwegians who were opposing at Lillehammer the main German advance from the south.

Our troops fought with gallantry and determination, and inflicted heavy losses upon the enemy. Nevertheless, the Allied forces in these regions were faced, as we had realised they would be faced, with serious difficulties.

Foremost amongst these was the fact that the available aerodromes were already in enemy hands. The most effective defence against air attack, the use of fighter aircraft, was thus largely denied to us.

Why We Abandoned Trondheim

IN the circumstances it became evident to us some days ago that it would be impossible, owing to the German local air superiority, to land the artillery and tanks which would be necessary to enable our troops to withstand the enemy drive from the south.

It must be remembered that, in spite of the magnificent work by British submarines and a French flotilla in the Skagerrak and the unceasing efforts of the R.A.F., it has always been possible for the Germans, with their usual disregard of life, even of their own people, to send reinforcements to Norway at a much greater rate than would be open to us with the inadequate landing places we have to rely on.

Accordingly we decided last week that we must abandon any idea of taking Trondheim from the south, and that we must therefore withdraw our troops from that area and transfer them elsewhere . . . .

Thanks to the powerful forces which the Navy was able to bring to bear and the determination and skilful dispositions of General Paget in command of the British land forces in the area, backed by the splendid courage and tenacity of the troops, we have now withdrawn the whole of our forces from Aandalsnes under the very noses of the German aeroplanes without, as far as I am aware, losing a single man in this operation.

During the period of just over three weeks, continued Mr. Chamberlain, the German naval losses were so substantial as to alter the entire balance of naval power.

In this connexion I might mention that it has been thought possible to revert to the more normal distribution of ships in the Mediterranean which has for some time been affected by our requirements in the North Sea.

A British and French battle fleet, with cruisers and ancillary craft, is already in the eastern basin of the Mediterranean on its way to Alexandria.

At this moment I would say to any who may be drawing hasty conclusions from the fact that for the present we have not succeeded in taking Trondheim, it is far too soon to strike the Norwegian balance sheet yet, for the campaign has merely concluded a single phase, in which it is safe to say that if we have not achieved our objective, neither have the Germans achieved theirs, while their losses are far greater than ours.

We have no intention of allowing Norway to become merely a side-show, but neither are we going to be trapped into such a dispersal of our forces as would leave us dangerously weak at the vital centre . . . .

FIVE days later, on the afternoon of Tuesday, May 7, Mr. Chamberlain gave further details of the operations in central Norway—details which could not be included in his interim statement of May 2, inasmuch as the troops were withdrawn from Namsos only in the course of the next few hours.

By this time, said the Premier, the men from Namsos and Aandalsnes are back again and the campaign in Southern Norway is at an end.

Whatever criticisms may be made about anything else, I am sure everybody will agree that the troops who have been engaged in this campaign carried out their task with magnificent gallantry and in a way which has added still further to the great traditions of the Services.

Whether in hard fighting or in stolid endurance, or in quick and skilful movement, faced as they were by superior forces and superior equipment, they distinguished themselves in every respect.

Man for man they were superior to their foes.

Despite constant Allied attacks and heavy losses German transports took many tanks to Norway. Here is one of medium size in the Dombaas sector.

Photo, Planet News

'TOO SOON TO STRIKE THE BALANCE SHEET'

Then Mr. Chamberlain went on to give, not an account of the military operations in Southern Norway, but a "picture of the situation."

First, while admitting that the news of the withdrawal had created a profound shock, he urged at some length that we should not exaggerate the importance of the check we have received. "The withdrawal from south Norway is not comparable with the withdrawal from Gallipoli. There were no large forces involved; in fact, not more than a single division, and our losses, therefore, were not really great in number, nor was there any valuable amount of stores left behind . . ."

NEXT came a review of world reactions. Then the Premier presented the question, "Why did we attempt the expedition to Trondheim when we must have known from the beginning that we should be faced with a local air superiority and that there was a strong probability that reinforcements would be hurried up from the valleys which led up from the direction of Oslo?"

We had received the most urgent and repeated appeals from the Norwegian Commander-in-Chief to attack Trondheim at all costs, as a place essential to the Government for a port and as a seat for the Government and the King.

It really was made clear to us that unless we were ready to assist in the only way which the Norwegians felt themselves to be affected, namely, an attack on Trondheim, the Norwegians were not likely to feel able to continue their resistance and the whole country would have fallen at once into German hands.

In those circumstances we felt unanimously that, despite the danger that this expedition might be in in the absence of aerodromes from which we could operate, and in view of inadequate landing places, we must run that risk. We must do our best to give help to a brave people who, with extraordinary courage, in spite of their tiny numbers and in spite of the fact that they had almost forgotten what war meant—who had had the stamina to stand up to the German bully . . .

Ought we to have made a direct attack on Trondheim instead of confining ourselves to the attempt made from the landing places at Namsos and Aandalsnes?

This is a point on which experts may and will differ . . . All I can say now is that the idea was constantly before us, and the plans for a direct assault on Trondheim, combined with the operation of forces at Namsos and Aandalsnes, were prepared and were carefully considered.

For a time it did seem as if the capture of Trondheim might be effected by the forces alone which had been landed elsewhere. We supposed that the German reinforcements would be delayed by the blowing up of railway bridges and by obstruction of roads which led up the two valleys from Oslo. In that we were disappointed. There were no demolitions in time to delay the Germans except a couple of bridges blown up by a British party. The rapid advance of the Germans, accompanied by tanks, artillery and mortars, held up our troops and forced them to retire.

Now the Premier countered the criticism that "the Anglo-Finnish force for the assistance of Finland, should never have been dispersed.

The force prepared for the Anglo-Finnish expedition consisted of two parts.

One part was advanced troops, which were to be sent first to Finland, and the other part was a larger body which would have followed after the first had reached Scandinavia.

This second contingent was the main body of the force. When the Finnish campaign was given up it was decided that there was no need to keep the larger force in this country, and accordingly it was dispatched to France where it had originally been intended that it should go.

But the advance troops were retained here, and the rate of the dispatch of troops to Norway was not governed by the availability of troops in this country, but the speed with which they could be landed at those very few ports of entry which alone were open to us.

Therefore, there would have been no delay in following up the advance troops if we could have established the first troops in Norway.

I believe it was right, continued Mr. Chamberlain, to make the first attempt and equally right to withdraw the troops when it was clear that the plan would not succeed.

It is too early to say on which side the balance will finally incline. The campaign is not yet finished. A large part of Norway is not in German hands. The King and the Government are still on Norwegian soil and they will rally round the remainder of the Norwegian forces to carry on the fight against the invader, in which we shall be at their side.

Although we shall give all help to Norway that we can and as soon as we can, we must not forget that there are other fronts which may at any moment blaze up into a conflagration.

Germany, with her vast and well-equipped armies, is so placed that she can at any moment attack any one of a number of different points. We want to be ready to meet attack wherever it may come . . .

Zeebrugge Admiral Pleads for Bold Action

IN the debate which followed the Premier's statement on May 7, Admiral of the Fleet Sir Roger Keyes said:

Everything which the Prime Minister has said strengthens my view that the capture of Trondheim was imperative and vital.

If a few ships had entered the Trondheim Fjord immediately the Army was ready to co-operate this could have been accomplished speedily. For so great a prize surely some risk was worth taking. The naval hazards would have been trifling compared with the other operations organised on land.

Immediately the Norwegian campaign opened I went to the Admiralty to suggest action, based on my considerable experience in amphibian warfare in the Dardanelles and on the Belgian coast in the last war.

When at length I was allowed an opportunity of giving my views I was told contemptuously that there was no difficulty about going to Trondheim Fjord, but it was not considered necessary as the Army was making good progress and that the situation in the Mediterranean made it undesirable to risk our ships.

It astonished me that the Naval Staff would not realize that the attack from Namsos was doomed to failure if German ships were left in command of the waters of the Trondheim Fjord, since the Army's approach had to be made, owing to the nature of the country, along the shore of the fjord, with no protection from the fire of enemy ships. The German naval force, however, consisted only of two destroyers which should and could have been speedily eliminated with little risk . . .

When I realized how badly things were going later, and saw another Gallipoli looming ahead, I never ceased importuning the Admiralty and the War Cabinet, to let me take all the responsibility and lead the operation.

It was not the fault of the officers and men, for whom I speak, that the naval co-operation on which the General commanding the Namsos force depended, was not provided, and without which the whole operation was doomed to failure. At a moment when the General was confident of success, and was advancing from Stenkjer along the only road to Trondheim, instead of finding British ships there to support his advance by gunfire and to harass his enemy, his troops came under the fire of the two German destroyers, which were able to land troops behind his advance guard, which they captured or destroyed, thus defeating the whole expedition.

It is a shocking story of ineptitude, which ought never to have happened. If proper steps had been taken immediately, and carried out with resolution and speed, even after the first check occurred at Stenkjer, the situation could have been retrieved by immediate naval action.

Thus the Gallipoli tragedy has been followed step by step. There we lost more battleships watching the Dardanelles for nine months than we might possibly have lost forcing the Narrows and thus bringing the campaign to a successful conclusion.

Admiral of the Fleet Sir Roger Keyes, G.C.B., K.C.V.O.
Photo, Vandyk

I seem to have been unfortunate in the period of my birth. In the Gallipoli campaign I was considered too junior, being only a captain (temp. commodore), for my advice to be listened to, but the forcing of the Dardanelles, for which I then strove so insistently, is now recognized as an operation which could not have failed, would have shortened that war, and would have spared us the Salonika, Palestine and Mesopotamia campaigns.

In this war, thanks to my early promotion, I am supposed to be too senior and out of date for my opinions to be worth consideration. I have been told that I do not appreciate the immensity of the German air menace in Norway, and that I am living in the last war. It is because I do appreciate to the full the dangers of air attack and its limitations in the face of organized opposition that I have been persistently urging that every possible step should be taken to insure the capture of Trondheim and its vitally important aerodrome at Vaernes, to provide a base for our fighters . . .

The Prime Minister told us that the evacuation of south Norway was made imperative by the air menace. Within a few hours the Admiralty issued a communiqué which discounted this, and showed the amazingly low percentage of hits achieved by the German aircraft in the face of opposition.

We know now that the troops were in good heart and I believe the French, and certainly the British general, was furious at being evacuated.

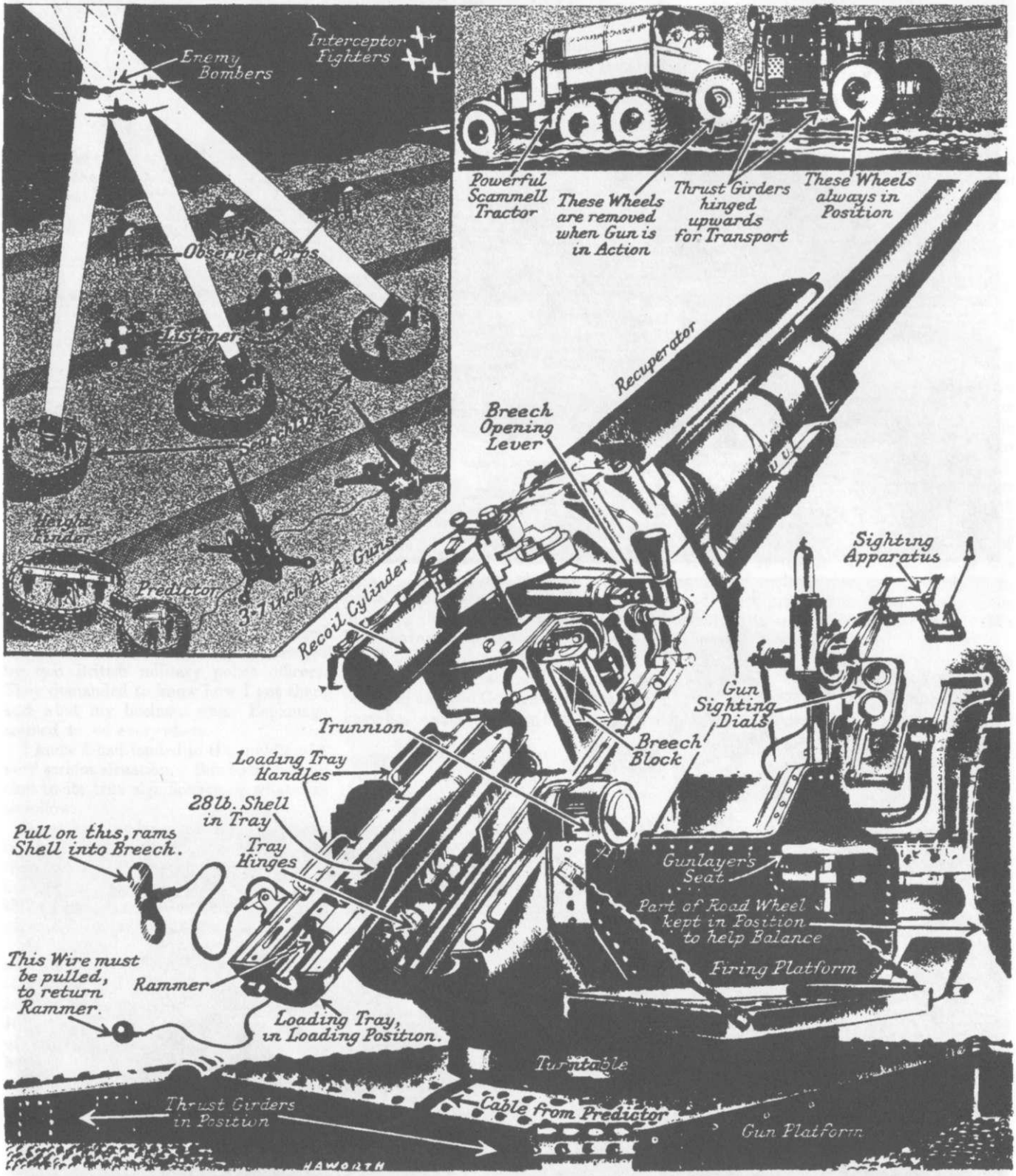
I am immensely proud of all that the Navy and its sea soldiers and splendid young naval airmen have done in the Norwegian campaign. But it is a tragedy that its effort should have been limited, except at Narvik, to carrying the Army to the scene of operations, providing seaborne anti-aircraft protection, and bringing it away again, when the lack of more daring naval offensive action had made the Army's task impossible of achievement.

Harwood and his captains are typical of the Navy of today. There are hundreds of young officers who are waiting eagerly to seize Warburton-Lee's torch, or emulate the deed of Vian of the "Cossack." One hundred and forty years ago Nelson said: "I am of the opinion that the boldest measures are the safest," and that still holds good today.

The Ceaseless Thames-side Vigil

A CEASELESS vigil is kept night and day along the more vulnerable points of the banks of the Thames by units of Lewis-gunners whose purpose is to "strafe" low-flying enemy aircraft. These men have to be for ever on the alert, since a raider can dive from the clouds and bomb or machine-gun a target within a few seconds. 1, A Unit Commander is seen receiving an alarm call while the "spotter" has already detected an unfamiliar aircraft through his glasses. 2, The Commander calls out the watch. 3, The gun is ready. 4, Another gun crew is waiting for its target to come within range. *Photos, John Topham*

When the A.A. Guns Tackle the Bombers Overhead



THE coastal Observer Corps spots enemy aircraft and sets the defence machinery in motion. The listeners manoeuvre their huge "ear trumpets" to the exact spot where the noise is greatest. This gives the direction and height of the aircraft, enabling the three searchlights to be accurately pointed. On the command "expose," the enemy bombers should be illuminated. The interceptor fighters attack, while the height-finder crew measure the height of the bombers and pass this on to the predictor. The predictor calculates the bearing, elevation, and fuse setting for the shells to burst at the correct height, and also allows for wind curve of the trajectory and barometric pressure in the upper air. All this information is automatically passed to the dials of the A.A. guns

The Gun's Crew

3·7-inch A.A. guns are each worked by a crew of nine. Two of the crew bring up 28-lb. shells, and after the fuses have been set by an automatic fire setter, the shells are placed as required in the loading tray. This is then swung over into line with the open breech. A third man rams it home with the wire operated ramming device. The breech does not close completely until loading tray is returned to its original position.

How the Gun Works

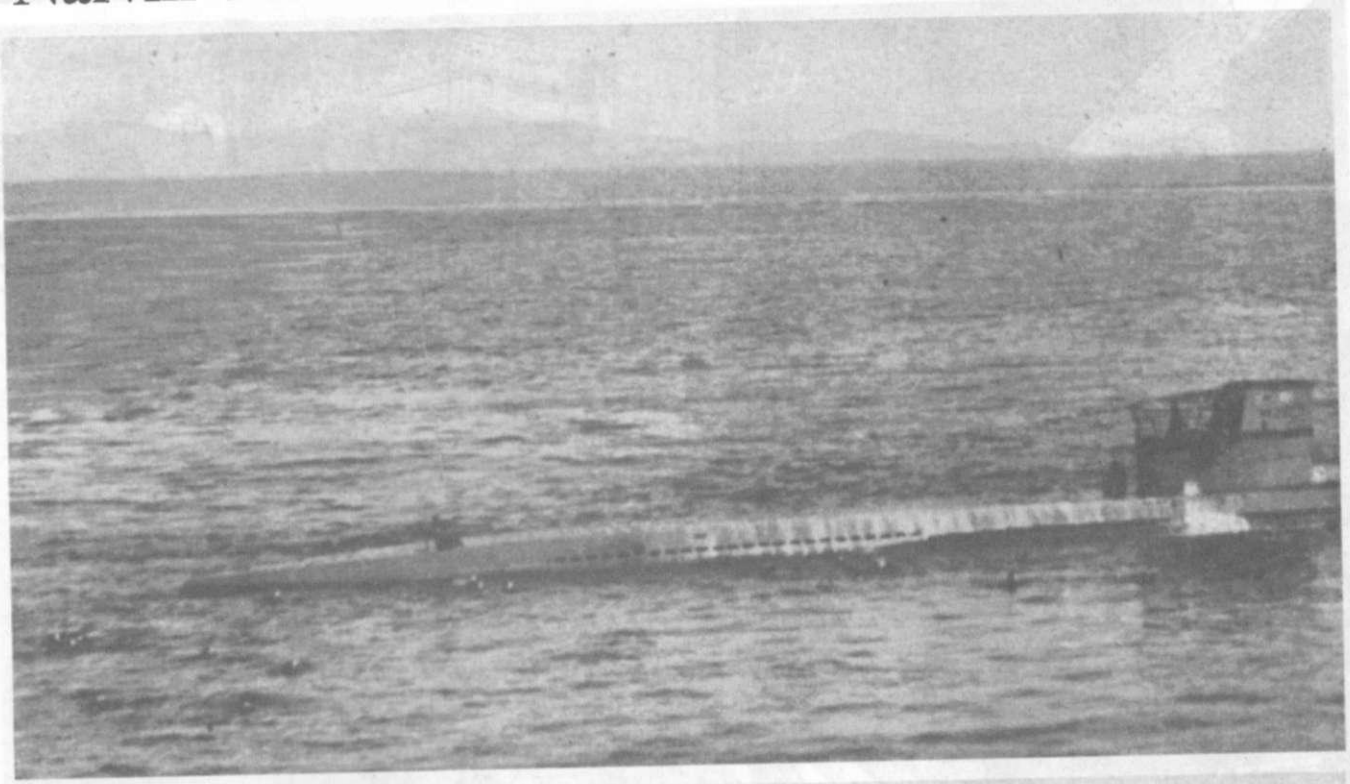
The shock of discharge is absorbed by a recoil system embodying a recoil cylinder which, by means of compressed air, not only brings the gun to rest at the end of the recoil and returns it to the firing position, but opens the breech and ejects the empty cartridge case

So the breech lever is used only when starting the gun, and thereafter the gun operates automatically. The action of ramming home the cartridge closes the breech and operates the firing-pin in the breech block.

Bringing the Gun into Action

The 3·7 gun is mounted on four balloon tires and is towed by a Scammell tractor up to 30 m.p.h. on a good road and can also be taken across country. The gun is brought into action by lowering it with its platform on to the ground and removing two of the wheels, the remaining two serving to stabilize the gun in action. Four thrust girders with levelling plates radiate from the platform and are screwed to the ground. The gun mounting must be precisely levelled before exact firing can be obtained.

Narvik Men See U-Boat Crew Swim for Life



The dramatic photograph at the top of this page shows the end of a German submarine. The U-boat was found lurking in a Norwegian fjord by a destroyer forming part of an escort for British troopships carrying troops for the assault on Narvik. Depth-charges were dropped, and the enemy craft was so badly damaged that she was forced to come to the surface. Some of the crew who jumped overboard can be seen in the water. They were rescued before the submarine was shelled and sunk. Below, men on board one of the ships of the convoy see the U-boat surface.

Photos, Central Press

Eye Witness Stories of Episodes and Adventures in the Second Great War

I Saw the British Troops Leave Namsos

This dramatic eye-witness story of the British troops leaving the battered port of Namsos under cover of darkness is told by Frank Muto, "Daily Express" war reporter, who was the last newspaperman to leave the town.

I ARRIVED in Namsos on Wednesday night (May 1). At that time I had no inkling that the Allies planned to evacuate the town.

Passing through British outposts I came on French troops, and I was surprised to find an air of intense suppressed excitement. French officers were shouting commands to the soldiers, who were hastily packing up their kit and then marching off in formation.

I drove on for another three miles and came on marching columns of poilus in full battle dress. They looked ghostly as they marched in the darkness from the demolished city. I saw them disappear towards the harbour.

I went to the Spillun Inn, the only surviving hostelry left standing, where I sought a night's lodgings. As I entered the door I was immediately challenged by two British military police officers. They demanded to know how I got there and what my business was. Espionage seemed to be everywhere.

I knew I had landed in the middle of a very serious situation. But I still had no clue to its true significance or what was to follow.

I was kept under arrest for some time, being treated with great courtesy, and then released on giving my word of honour not to attempt to report on anything I had seen until further orders were given by the military authorities.

At 9.30 on Thursday morning the anti-aircraft guns on the heights surrounding the ruined, battered town kept up a steady barrage of gunfire against German 'planes. It lasted all day. This was not a series of air raids, but one long continuous horror.

But British warships and transport ships crept up into the fjord. All day, in spite of the dropping bombs, men were busy packing up their gear.

During Thursday evening I was told that the last French troops had already gone and the British were leaving immediately darkness fell that night. We waited tensely. Midnight came.

I was then brought before British officers and given the choice of either accompanying the British force aboard a warship or of remaining in Namsos at my own risk to take my chance of being captured by the Germans.

I told them I would rather stay behind. They said I could not leave the harbour dock until the last British soldier was aboard ship and had sailed away. I agreed.

Then a steady stream of British soldiers began to move down to the harbour-side. They were bitterly disappointed at not having had a crack at the Germans. One soldier said to me: "We are sick and tired of these darned Jerries coming over here all day long and we without any fighters to send up against them."

The evacuation of the British troops as well as of the French took place in perfect order and without any incident at all. The soldiers stepped into small launches and small rowing boats in the flickering light of the fires which had been burning in Namsos for days as a result of incendiary bombs.

Because of that no black-out was possible, and the German bombers would have had a picnic if they had chosen that moment for an air raid. But it was carried out in such secrecy that no word of it could have reached the enemy.

I did not leave the scene, obeying orders as I was told, until after the last soldier had gone.

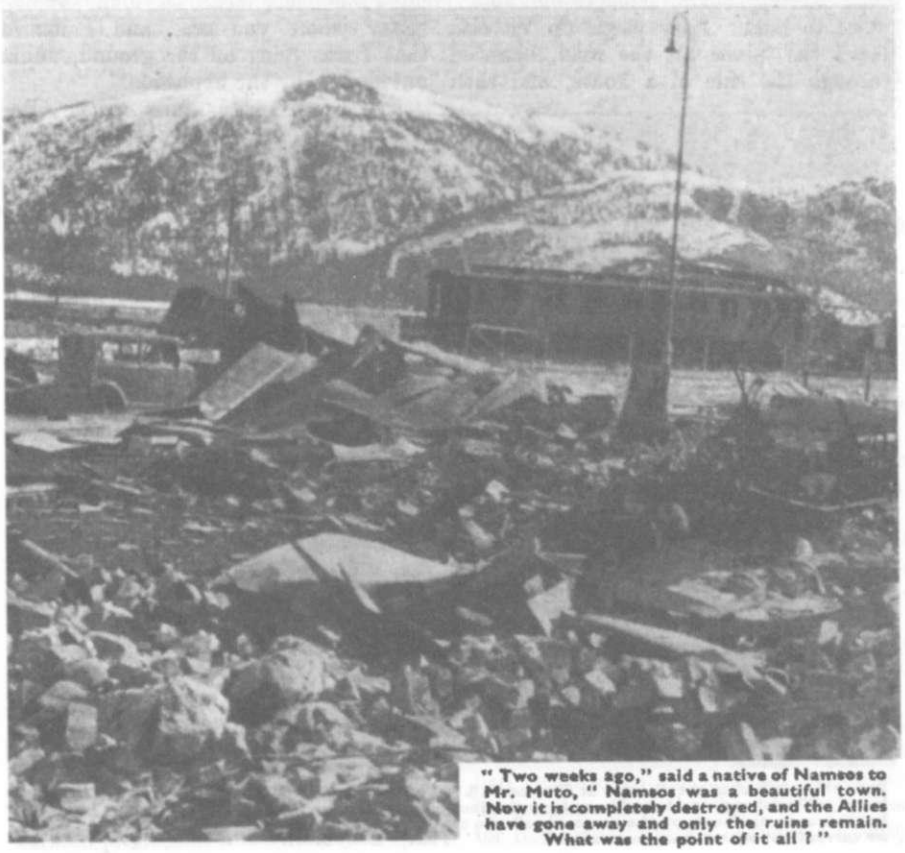
The British and French troops left with honour, leaving behind a record of tough, dogged resistance and cool, unhurried discipline.

Our men had been marching and fighting for a fortnight. They gave the Germans some rough handling. But in the end it was found impossible for the Allies to land munitions or supplies to maintain their forces in this area.

The whole of the harbour has been under almost constant bombardment from Nazi aircraft. When I last saw it the quay was little more than a heap of stones. It would have been out of the question to land men or materials here.

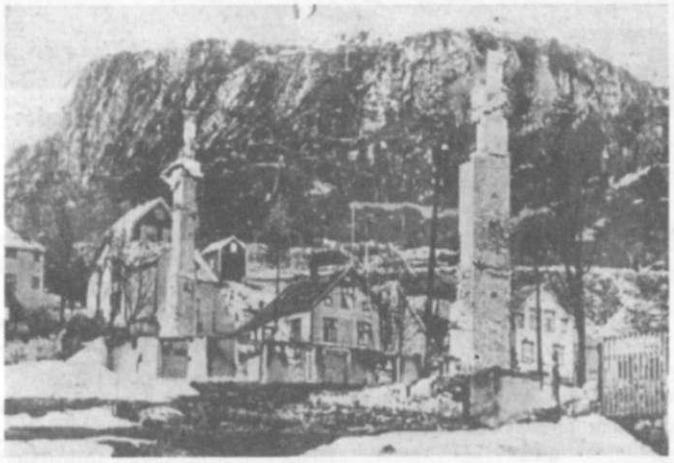
I must give praise to the Norwegian Army. It was their action which made the withdrawal a success.

With me in Namsos were three Americans—a reporter and two newsreelmen. On our way into the town our car had been bombed and machine-gunned



"Two weeks ago," said a native of Namsos to Mr. Muto, "Namsos was a beautiful town. Now it is completely destroyed, and the Allies have gone away and only the ruins remain. What was the point of it all?"

I WAS THERE!



The thoroughness with which the Germans bombed Namsos is shown in these two photographs of the ruined town. From the destruction dealt to the houses (above) and the heavy lorry (right) it is possible to envisage something of the severity of the attacks, and it is not altogether surprising that the Allies had to withdraw.

Photos, Sport & General and Associated Press

by a German 'plane. We were forced to hide in a ditch. My American colleagues left in a British warship. I stood on the smashed quay and waved to them as the ship glided out into the darkness.

Then I made my way back through Namsos, past the ruins of the houses, past the skeletons of buildings ground into the earth as if by a giant hand. . . .

Our A.R.P. Service Did Well at Clacton

When a German mine-laying 'plane crashed at Clacton on May 1, the explosion caused great damage for half a mile. Thanks to the admirable working of the local A.R.P. services, fires were got under control and the wounded received expeditious treatment. Here are some stories of the scene by eye-witnesses in the neighbourhood.

MRS. E. F. THOMAS saw the 'plane crash. She said:

"The 'plane was on fire. Several Very lights were thrown out of it, and the pilot was apparently trying to find some place to land. Fifty yards up Victoria Road the 'plane hit the road, bounced through the side of a house, and then went clean through two other houses, smashing them to pieces. A few minutes later there was an explosion.

"By now I had run out into the road, and I suddenly heard a man saying: 'Stay where you are,' and I realized that I was lying on the ground, unhurt but shaken by the explosion."

For some time after the disaster at Clacton A.R.P. workers were kept busy pulling down unsafe walls and partly demolished houses. This house was so obviously on the verge of collapse that demolition had to be carried out with the utmost caution. *Photo, "Daily Mirror"*

Miss Joyce Redding, of Russell Road, said: "I saw the 'plane come over the pier, bank round the back of a nursing home, just missing it, and then bounce off the roof of a house.

"When we heard it crash and saw the flames my father and I rushed out to see if we could help. We were within twenty yards when the explosion came. It knocked us flat and deafened us, but although houses all round us cracked and tilted and roofs fell in and slid off, we were not hurt.

"We then ran back home and found my mother badly cut by glass on the face and arms. One extraordinary thing was that, although every window was shattered and black-out materials were torn down, the electricity was not cut off and the district was a blaze of light. When half an hour afterwards an unknown 'plane flew overhead wardens hurried round shouting 'Lights out, lights out.'"

Mr. Ernest J. Harper, of Connaught Gardens West, a friend of Mr. and Mrs. Gill, who were killed, said that Mr. Gill was a retired wool merchant and a native of Yorkshire. Mrs. Gill was an Australian.

"Their son William, who is nineteen," said Mr. Harper, "is in hospital with a gash across the back of his head. He does not yet know that his people are dead."

Mr. Harper's 17-year-old son Kenneth, a friend of William Gill, said: "I saw the 'plane, which had been careering round the district for about half an hour, hit a house. One wing of it was left in the garden of that house, and it went over to the Gills' house, knocking down a tree and coming to a standstill.

"I ran up to within about thirty-five yards of it when I heard a terrific explosion. The next thing I knew was debris flying all about me, and I put my arms around my head and ran. I had a very narrow escape. Bricks were flying all around.

"Bill Gill apparently got his father into the garden and went back for his mother, but the house had collapsed before he could get her out. I suppose he found his mother was trapped and he ran to get other help. Then, while he was out, the house collapsed entirely. When he reached us young Gill was

without shoes, and his shirt was just about blown off him."

One house within a few yards of where the bomber crashed had miraculously escaped the fate of the houses on the other side of the bomber.

Its roof had been torn, windows and doors blown out, the furniture wrecked—but the occupants were unhurt.

Mr. Powis, who is staying in the house with his son and daughter-in-law, said:

"We saw flames from the bomber, which actually burned windows at the side of the house, and we ran out into the street. Just as I got to the garden gate, there was one terrific explosion.

"The house on the other side of where the bomber crashed collapsed like a pack of cards, but our house, to my amazement, still stood.

"For nearly a minute wreckage of all sorts flew through the air, and I was struck by bricks and slates, but luckily not hurt. Within a few minutes those who were not seriously hurt had run out to do what they could to help."

Brig.-Gen. W. M. Fordham, deputy chief A.R.P. warden of Clacton, who lives in the road in which the bomber crashed, said he and his neighbours rushed to the rescue. "There was no panic," he said. "The injured people were quickly attended to and hurried to hospital.

"The A.R.P. personnel showed that they have been well trained. They were quick, and yet as cool and efficient as if they were on one of our usual exercises."

Gen. Fordham added that the fire brigade and A.F.S. also did remarkably well. "This terrible crash," he said, "has provided the biggest test to which any town's A.R.P. service could expect to be put. I am proud of the way our fellows stood up to it."—("*Daily Telegraph*" *and* "*Evening News*.")

A practical example of what would happen if the Nazis deliberately bombed our towns was given when the mine-carrying twin Diesel-engined Junkers JU 86K 'plane crashed at Clacton on May 1. Here soldiers are examining wreckage in what were once the gardens of the devastated houses. *Photo, Fox*

Women and children placed flowers on the graves of the four German airmen who died in the Clacton disaster, when they were buried with full military honours. *Photo, Topical*

I Was Doctor on the Bombed Hospital Ship

In spite of denials by the German news agency, the bombing by German airmen of Norwegian Red Cross ships at Aalesund were confirmed by several trustworthy eye-witnesses, including Professor Leif Kreyberg, of Oslo University. Here is Professor Kreyberg's story of the air attack on the hospital ship Brand IV, of which he was chief doctor.

"The German 'planes," said Professor Kreyberg, "came back again and again, machine-gunning the defenceless Norwegian hospital staff as they took refuge ashore.

"There were about 30 of us aboard," he continued. "The five bombers obviously could not help seeing the large red crosses all over the ship.

"Four high-explosive bombs hit us. The effect was appalling. Two men, standing on either side of me, were killed outright, and we were all more or less seriously wounded. The ship altered course towards land, and ran aground. We left the vessel, expecting that the German pilots had finished their work.

"But the 'planes returned and raked the ground with machine-gun fire. Bullets whistled round us. The nurses had to strip off their white uniforms, which provided too good a target.

"Running for our lives, we sought shelter behind rocks and boulders for more than an hour, while the 'planes attacked us again and again.

"It makes me shudder to think what would have happened if the sick-berths had been full of wounded.

"A wounded German officer who had been conveyed in the Brand IV had certified to the German authorities by telegram that the ship was only used for Red Cross service." (*Reuter's Agency*)

Thrilling Stories of Battle by Men Who Were There

Following the evacuation of Namsos and Aandalsnes, some of the men who were spirited away so successfully from beneath the very eyes of the Nazi Air Force were landed in Scottish ports. We print some of the thrilling stories they had to tell of fighting against impossible odds, prefaced by the words with which General Ironside bade them welcome.

THIS is the speech General Ironside made to the British troops when they reached port:

"You were in no sense driven out of Norway. You were ordered out. We all realize the difficulties under which you have been operating, and perhaps I realize them even better than others, because I, like you, have fought in northern climes where snow and ice prevail, and where in summer nights are short and where in winter there is little day.

"You know well the circumstances in which you were sent to Norway. . . .

"Speed was the essence of the problem. To the troops immediately available fell the honour of leading the Allied expeditions while others followed, including famous troops of our gallant Allies, the French, who are ever ready to march where danger calls.

Major-General B. C. T. Paget (right), who was in command of the British troops at Aandalsnes and successfully organized the withdrawal, is here seen with General Sir Edmund Ironside, Chief of the Imperial General Staff, after his return to a Northern port. In his speech in the House of Commons on May 2 the Prime Minister praised the "determination and skilful dispositions" of General Paget during the operations.
Photo, Keystone

"Those of you who were in the war may have felt that you were being asked to undertake a task that would have tried even the most seasoned campaigners, and this is no doubt true.

"Difficulties of communication made it impossible to give you all the support that we longed for you to have. And so you had to fight.

"How the Royal Navy and the R.A.F. strained every nerve to do what was possible to help you is a tale that will one day be told.

"What all of us most desired to give you and your communications was a good defence against the enemy's bombing 'planes. To provide this the difficulties were immense.

"The Norwegian aerodromes were in German hands, and the ground, as you know well, made it impossible to establish others. Further, anti-aircraft guns cannot be built up quickly.

"The circumstances, you will realize, were quite exceptional. In other conditions we could have met and frustrated the German bombing attacks, and your supplies would then have flowed smoothly.

"I quite realize that to you soldiers bombing means no more than shelling, to which soldiers have always been prepared to stand up.

"And so you can hold up your heads high, and when you tell the tale of your adventures remember that you faced the Germans undaunted and are ready to face them again."

To the men who took part in the fighting at Aandalsnes, General Ironside said: "Your stand in conjunction with the Norwegians will live in history. I mourn with you the loss of your comrades, but believe me, they have not died in vain.

"You are shortly going on leave. All your friends and relations will be anxious to hear of your exploit. Tell them what I know is true, that you are better men than ever the Germans will be, and that with high-hearted confidence we will fight on until victory is achieved."

A picture of the difficulties the troops experienced both in advance and withdrawal was given by a captain.

They landed, he said, and went south in the direction of Lillehammer. They dug trenches all night, and the next morning saw the Germans about 5,000 yards away.

"A battle started about 8 a.m., and they shelled us, bombed us, and machine-gunned us," he said. "The battle raged until 6 p.m.

"That night we withdrew four and a half miles, and took up new positions in trenches that had been dug for us by another company. Our overnight withdrawal was along the bed of a frozen river.

"The ice was thawing, and frequently men fell through and had to be pulled out. The next day we had a terrible pasting from the air for forty minutes. It was a regular Brock's Benefit.

"It was really incredible that there were so few casualties to our men. The Germans were firing all over the place.

"During the next day we had a terrific pasting from shells and bombs, and at night again withdrew. Eventually we reached Dombaas and entrained for Aandalsnes.

"We got about twelve miles by train, travelling very slowly, but the line had been undermined by bombs near by.

"The engine crashed into a huge crater, and I am afraid there were many killed and injured in the crash.

"There was nothing for it but to form up and march and march. We were hurrying to get to a tunnel at a place called Verna, and marched eighteen miles to do so. We had nearly reached it when we sighted Germans near, but we blocked the road with the help of the Royal Marines and delayed the Germans long enough for us to get to the tunnel.

"There we were forced to stay all day. The bombers attacked the tunnel, but scored no hits. From there we went by train to Aandalsnes.

"In four days we fought four battles and travelled 200 miles."

'Marvellous Rearguard Fighting'

A sergeant in a Yorkshire regiment who had been nine years in the regulars paid tribute to Britain's new army.

"I think it was just marvellous as a piece of rearguard fighting," he said.

"I have been in many manoeuvres in my time and this was just like them except that it was the real thing.

"We were fighting hard for one period for 36 hours with nothing in our stomachs. The men were kids of 20 or so, but I am proud to have fought with them."

General Paget said:

"We were not successful in preventing the Germans breaking through from the south to Trondheim, but we may claim to have delayed them very considerably and to have inflicted a lot of casualties.

"We were actually 100 miles from our base when we got orders to withdraw and were also in close contact with the enemy.

"We successfully carried out a very difficult operation of withdrawing over a long distance in contact with the enemy. The success of that operation was due, as it had been in the past history of the British army, to the splendid endurance and fighting qualities of the units engaged.

"They fought five separate rearguard actions on the way back."

'You Were Ordered—Not Driven—Out of Norway'

Vivid stories illustrate the terrible air attacks to which the men were subjected.

A sergeant in the Royal Engineers said: "I was in the trenches for two days and nights. I was in the last war and the shelling and machine-gunning was not so heavy then, but the air attacks were simply fearful.

"Forty 'planes were over at a time, dropping about 400 bombs. We had very little defence; just machine-guns and some Bofors guns.

'Choked With Spies'

"The place was simply choked with spies. Every move we made seemed to be known to the Germans. When we put up anti-aircraft guns, the Germans always knew where they were and blew them to blazes. We actually came across one man dressed in Norwegian clothes operating a radio-van and directing German bombers. We pulled him out and shot him.

"The Germans made no discrimination at all in what they attacked from the air. Ambulances were ruthlessly machine-gunned and riddled with bullets.

"The Germans also took no prisoners. When our men were captured their rifles and ammunition were taken from them and they were told to go back to their own lines. As they went back machine-guns were turned on them.

"We had to carry out our demolition work at night. It was impossible to move during the day. We were so short of explosives that we used depth-charges from warships to blow up some of the bridges, and mighty effective they were."

An infantry captain said that the number of casualties from air attacks was relatively small.

"My own company," he said, "was machine-gunned many times, but I had only one casualty from this cause. The effect, however, of continued attack was much felt.

"We were paralysed and afraid to move. All the boys felt that if only we had had some fighters to deal with their bombers we could have smashed the Germans, and that is perfectly true."

A sergeant engaged in transport between Aandalsnes and Dombaas said German bombers raided the troops every day from 7 a.m. to 5 p.m.

"There was never a break in the attacks," he said. "I never thought that even Germany possessed so many bombs!

"At Aandalsnes they dropped at least a thousand in a couple of days. Their objective was the landing field, but on the day we left the only part of Aandalsnes they had missed was the jetty.

"Our chief trouble during the campaign was that we were smashing hard at something with really nothing. If we had had tanks and fighter aircraft we could have done really good work."

These smiling lads of the 49th (West Riding) Division are here seen when they arrived home from Norway at a North British port. They formed part of the force in the Aandalsnes area commanded by General Paget, and had faced with indomitable bravery some of the worst hardships of war. Their comment was, as the photograph well indicates, "thumbs up."

Photo, Keystone

HISTORIC WORDS

Extracted from Authoritative War Speeches and Statements

(*Continued from page* 508)

Tuesday, April 30, 1940

HERR HITLER, in an Order of the Day addressed to German units in Norway:

Soldiers of the Norwegian theatre of war. In an indomitable advance German troops have today established a connexion by land between Oslo and Trondheim. Thus the intention of the Western Powers to bring Germany to her knees by a belated occupation of Norway has been finally crushed.

Officers, non-commissioned officers and men in the Norwegian theatre of war, you have . . . accomplished the mighty task which I had to impose on you, believing in you and your strength. I am proud of you. Through me the nation expresses its thanks to you. . . .

Wednesday, May 1

M. PAUL REYNAUD, French Premier, in a broadcast to the workers of France:

I address you as a military leader addresses his army. For you are an army. Without you the army of fighters would be powerless. The formidable war machine which is facing us and must be conquered was born in the smoke of German factories. It has been forged and is today supplied by an intense German effort. That is our law as it is the enemy's.

Whereas in peace well-being or misery depend on work, in time of war labour means victory or defeat. Consequently the Government call upon the workers of France for the effort which will enable the country once again to live in freedom, and your children after you. The fight for liberty will be severe, but liberty is worth sacrifices. . . .

Sunday, May 5

PROF. KOHT, Foreign Minister of Norway, in a broadcast from London, to the Norwegian people:

It must have been plain that the choice in the end was no longer between war and neutrality, but on which side one could take one's stand in the war. The Government had tried by every means to settle each separate question in a way which accorded best with the spirit and letter of the treaties and principles of justice. Germany wanted by force and violence to drive us into the war on her side. She came to us with demands which would make us an instrument of war for Germany against the Western Powers. They even began to occupy our country before they had brought forward any of their proposals.

Who could suppose the German Government would give us back our freedom when the war was over? Everyone who remembers what happened to Austria, Czecho-Slovakia, and Poland after all the fine promises made them by Germany will refuse to believe any fresh German promises of the same kind. It is perhaps Germany's worst defeat in recent years—this moral defeat, that no one in the world any longer dares to trust a word that the present German Government utters. They have rendered the term "Honour of a German" a term of derision. This is something we must all regret, just as we regret the rest of the moral decline in German politics and culture.

Norway could not possibly take the risk of bowing before a Government of this kind. It would have meant the loss of our independence, for all time. We say now as our fathers said in 1814: "No Norwegian shall be a slave!"

I ask that people at home should not be impatient, even if things seem to go slowly. Remember, for the Western Powers it is not only a question of self-interest, but a question of honour for them to free Norway from the German grasp. . . . We on our side must not give up this struggle. It would be a surrender which would cost us our freedom for a long, long time to come.

OUR DIARY OF THE WAR

Thursday, May 2, 1940

Mr. Chamberlain, and later the War Office, announced that **Allied troops south of Trondheim** had been **withdrawn** and successfully embarked at Aandalsnes and neighbouring ports.

German force reported to have reached Aandalsnes during afternoon.

King Haakon, other members of the Royal Family, and Norwegian Ministers **embarked at Molde for another destination in Norway.**

In Narvik area detachments were in contact with the enemy.

Air Ministry announced that R.A.F. had again bombed aerodromes at Stavanger, Aalborg and Fornebu.

H.M. submarines **"Tarpon"** and **"Sterlet" overdue** and presumed lost.

Admiralty announced loss of H.M. sloop "Bittern."

Paris reported that **French submarine** had **torpedoed a U-boat.** Also that a French patrol ship had been mined, and a destroyer seriously damaged.

Mr. Chamberlain announced that a **British** and **French battle fleet** was in Eastern Mediterranean **on way to Alexandria.**

Friday, May 3

War Office announced that **Allied forces were evacuated from Namsos** on May 2 **without loss.**

Allied troops advancing upon Narvik were counter-attacked on May 1 and 2, but both attacks were repulsed with loss to the enemy.

Norwegian Commander in Trondheim sector, Colonel Getz, announced in an Order of the Day that, as he had munitions for only one more day, he had proposed an armistice.

R.A.F. heavily and successfully **bombed** Danish airfield at **Ry, North Jutland. Stavanger and Fornebu** were also bombed.

British reconnaissance aircraft attacked near Borkum by three enemy fighters, one of which was shot down.

Saturday, May 4

Stockholm reported that Allied guns were shelling Narvik from land and sea.

Two attacks by Nazi raiders on South-East Coast beaten off by R.A.F. 'planes and shore defences.

Dutch Premier announced that military authorities had arrested 21 persons suspected of being a danger to the State.

Sunday, May 5

War Office stated that there was nothing of importance to report from Narvik, where operations were continuing. There had been slight enemy activity in this area.

Unofficial reports from Stockholm stated that there was **bitter fighting** in a snowstorm **at Narvik.** German bombers operating from Norwegian bases took part for first time.

Norwegian Foreign Minister, Prof. Koht, and Minister of Defence, Col. Ljungberg, arrived in London for consultations with British Ministers.

Norwegian fortress of Hegra, 26 miles east of Trondheim, reported to have **surrendered** after three weeks' siege.

Roeros, from which invading enemy had been driven last week by Norwegians, was reoccupied by German troops.

Paris reported that during night of May 4-5, in region of Saar, the enemy, supported by heavy artillery fire, attacked three outposts, but were driven off.

Monday, May 6

British and French **troops who took part in Norwegian campaign landed at Scottish ports** and were welcomed by General Ironside, Chief of Imperial General Staff, and by General Millhauser, of French Army.

Germans reported to be consolidating their positions in Southern Norway and to be sending reinforcements to Narvik by air.

North of Roeros **Norwegian troops** reported to be **still putting up** desperate **resistance** against German troops advancing from Stoeren.

Three Allied destroyers reported sunk by enemy aircraft while providing defence for troop convoy off Norway: H.M.S. "Afridi," French "Bison," and Polish "Grom."

Germans claimed to have captured a British submarine disabled by a mine in the Kattegat.

Three British trawlers, "Penn," "Hercules," and "Leonora," overdue and presumed lost.

Reported that the King of Sweden and Hitler had a written exchange of views during latter part of April.

Tuesday, May 7

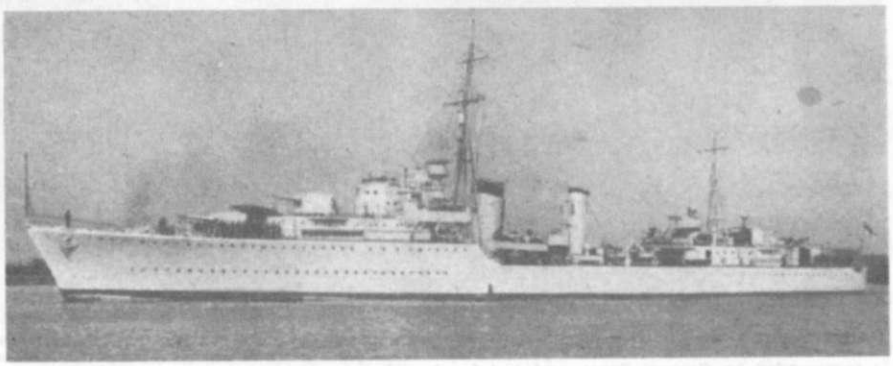
Prime Minister stated the Government's case when opening debate in House of Commons on the Norwegian campaign.

Germans admitted that **Allied pressure on Narvik** had **increased.** Stockholm reported that German advance north of **Namsos** had been blocked by Norwegian 6th Division.

All leave stopped in **Holland** and coastal defence forces strengthened.

British collier "Brighton" sunk off Dunkirk.

Announced that during April only 18,249 tons of British shipping had been sunk.



H.M. destroyer "Afridi," which the Admiralty announced on May 6 had been sunk by enemy bombers while providing effective defence for the convoy of troops from Namsos.